By Post and Fax [redacted]

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Planning Department
Fanling, Sheung Shui & Yuen Long East
District Planning Office
Unit 2202, 22/F, CDW Building,
388 Castle Peak Road, Tsuen Wan, N.T.

來函檔號	Your Reference :	S3114/YPR_LPH/23/009Lg
本署檔號	Our Reference :	( ) in TPB/A/YL-MP/341
電話號碼	Tel. No. :	3168 4037 / 3168 4072
傳真機號碼	Fax No. :	3168 4074 / 3168 4045

7 October 2024

[redacted]

Dear Madam,

Compliance with Approval Condition (i)
Submission of the Noise Mitigation Plan

Proposed Temporary Light Public Housing Development for a Period of 3 Years and Associated Filling and Excavation of Land in "Recreation" and "Residential (Group C)" Zones, Various Lots in D.D. 104 and Adjoining Government Land, Yau Pok Road, Mai Po, Yuen Long
(Planning Application No. A/YL-MP/341)

I refer to your submission dated 19.9.2024 for compliance with the captioned approval condition. The relevant department has been consulted on your submission. Your submission is considered:

☑ Acceptable. The captioned condition has been complied with.

☐ Acceptable. Since the captioned condition requires both the submission and implementation of the proposal, it has not been fully complied with. Please proceed to implement the accepted proposal for full compliance with the approval condition.

☐ Not acceptable. The captioned condition has not been complied with.

Should you have any queries regarding the departmental comments on the submission, please contact Ms. Jolitta CHAN (Tel: 2835 1112) of Environmental Protection Department directly. If you have any queries regarding this planning permission, please contact Mr. Louis CHEUNG of this Office at 3168 4037.

Yours sincerely,

(Josephine LO)
District Planning Officer/
Fanling, Sheung Shui and Yuen Long East
Planning Department

c.c.

ArchSD	(Attn: Ms. Mandy LAM)	(Fax: 2530 3087)
DEP	(Attn: Ms. Jolitta CHAN)	(Fax: 2591 0558)
CTP/TPB(3)		

JL/lc

PLANNING LIMITED
規劃顧問有限公司

[redacted]

By Email

Our Ref: S3114/YPR_LPH/23/003Lg

29 February 2024

Fanling, Sheung Shui &
Yuen Long East District Planning Office
Planning Department
Unit 2202
22/F CDW Building
388 Castle Peak Road
Tsuen Wan, N.T..

Attn: Mr Gary Lam

Dear Gary,

S16A(2) Application for Amendment to Permission
Approved Temporary Light Public Housing Development For a Period of 3 Years
at Various Lots in DD 104 and the Adjoining Government Land,
Yau Pok Road, Yuen Long
TPB Ref.: A/YL-MP/341
- Discharge of Approval Condition (i) -

Reference is made to the S16 Planning Application approved by the Town Planning Board on 9 June 2023. We hereby submit information to facilitate compliance with the following Planning Approval Condition:

(i) – "*the submission of the noise mitigation plan within 9 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 9.3.2024*"

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact Mr Kenneth To or the undersigned at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl.

cc. the Applicant & Team

KT/GN/vy

PLANNING LIMITED
規劃顧問有限公司
[redacted]

By Email

Our Ref: S3114/YPR_LPH/23/004Lg

5 April 2024

Fanling, Sheung Shui &
Yuen Long East District Planning Office
Planning Department
Unit 2202
22/F CDW Building
388 Castle Peak Road
Tsuen Wan, N.T..

Attn: Mr Gary Lam

Dear Gary,

S16A(2) Application for Amendment to Permission
Approved Temporary Light Public Housing Development For a Period of 3 Years
at Various Lots in DD 104 and the Adjoining Government Land,
Yau Pok Road, Yuen Long
TPB Ref.: A/YL-MP/341
- Discharge of Approval Condition (i) -

Reference is made to the S16 Planning Application approved by the Town Planning Board on 9 June 2023, submission of Noise Impact Assessment on 29 February 2024 and comments received from the Environmental Protection Department on 8 March 2024.

In response to the comments received, we hereby submit a Response-to-Comment Table and a revised Noise Impact Assessment for the consideration by the Environmental Protection Department.

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact Mr Kenneth To or the undersigned at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl.

cc. the Applicant & Team

KT/GN/vy

PLANNING LIMITED
規劃顧問有限公司

[redacted]

By Email

Our Ref: S3114/YPR_LPH/23/008Lg

19 August 2024

Fanling, Sheung Shui &
Yuen Long East District Planning Office
Planning Department
Unit 2202
22/F CDW Building
388 Castle Peak Road
Tsuen Wan, N.T..

Attn: Ms Jane Lau

Dear Jane,

S16A(2) Application for Amendment to Permission
Approved Temporary Light Public Housing Development For a Period of 3 Years
at Various Lots in DD 104 and the Adjoining Government Land,
Yau Pok Road, Yuen Long
TPB Ref.: A/YL-MP/341
- Discharge of Approval Condition (i) -

Reference is made to the S16 Planning Application approved by the Town Planning Board on 9 June 2023, submission of Noise Impact Assessment on 5 April 2024 and comments received from the Environmental Protection Department on 22 May 2024.

In response to the comments received, we hereby submit a Response-to-Comment Table and a revised Noise Impact Assessment for the consideration by the Environmental Protection Department.

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact Mr Kenneth To or the undersigned at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl.

cc. the Applicant & Team

KT/GN/vy

KTA PLANNING LIMITED
規劃顧問有限公司

[redacted]

By Email

Our Ref: S3114/YPR_LPH/23/009Lg

19 September 2024

Fanling, Sheung Shui &
Yuen Long East District Planning Office
Planning Department
Unit 2202
22/F CDW Building
388 Castle Peak Road
Tsuen Wan, N.T..

Attn: Ms Jane Lau

Dear Jane,

S16A(2) Application for Amendment to Permission
Approved Temporary Light Public Housing Development For a Period of 3 Years
at Various Lots in DD 104 and the Adjoining Government Land,
Yau Pok Road, Yuen Long
TPB Ref.: A/YL-MP/341
- Discharge of Approval Condition (i) -

Reference is made to the S16 Planning Application approved by the Town Planning Board on 9 June 2023, submission of revised Noise Impact Assessment on 19 August 2024 and comments received from the Environmental Protection Department via your goodself on 5 September 2024.

In response to the comments received, we hereby submit a revised Noise Impact Assessment, which has incorporated the endorsement of traffic forecast data by the Transport Department, for the consideration by the Environmental Protection Department.

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact Mr Kenneth To or the undersigned at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl.

cc. the Applicant & Team

KT/GN/vy

Prepared by

Ramboll Hong Kong Limited

DESIGN AND CONSTRUCTION OF LIGHT PUBLIC HOUSING AT YAU POK ROAD, YUEN LONG

NOISE IMPACT ASSESSMENT

Date	September 2024
Prepared by	Gary Yuen Environmental Consultant
Signed	
Approved by	Steve Lo Principal Consultant
Signed	
Project Reference	CHEM518-ED00
Document No.	R9343_v1.3

Ramboll Hong Kong Limited

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1. INTRODUCTION

1.1 Background

1.1.1 The Applicant is responsible for the design and construction of the Light Public Housing (hereafter as "LPH") Development on a 3-year temporary basis (hereafter as "Proposed Development"), located at Yau Pok Road, Yuen Long (hereafter as "the Application Site").

1.1.2 Ramboll Hong Kong Limited is commissioned to prepare this Noise Impact Assessment (NIA) for the Indicative Scheme at the Application Site. This NIA report has been prepared with respect to the latest Master Layout Plan, which is provided by the Project Architect.

1.2 Development Site

1.2.1 The Application Site has an area of approximately 89,774 m^2, bounded by Yau Pok Road to the east, Fairview Park to the west and north, farmland to the north-east, and Fairview Park Boulevard to the south. Th entire site is under the approved Mai Po and Fairview Park Outline Zoning Plan No. S/YL-MP/6 (the OZP), comprising mainly "Recreation" (REC) zone and a small portion of "Residential (Group C)" ("R(C)") zone. TPB has issued planning permission on temporary use of the 3-year-basis LPH development, with the support of an approved Environmental Assessment (EA) regarding the corresponding planning application (A/YL-MP/341) under Section 16 (S16) of Town Planning Ordinance (TPO) for this LPH Development.

1.2.2 Figure 1.1 shows the location of the Application Site and its environs.

1.3 Proposed Development

1.3.1 The LPH Development will comprise the following:

- Ten (10) 3-storey domestic blocks adopting Modular Integrated Construction (MiC) with total 2161 domestic units;
- Ancillary facilities including retail, community facilities, offices/guard rooms, store rooms, function rooms, plant rooms, one (1) sewage pumping station (SPS), two (2) Refuse Collection Points and two (2) termini for public transport;
- External leisure space including landscaped areas and children's playgrounds; and
- Provision of landscaping features which shall help to minimize any adverse visual impact.

1.3.2 The Master Layout Plan (MLP) are provided in Appendix 1.1.

1.3.3 The construction works has been commenced in December 2023 and start occupation once construction completed. The Development is currently planned to operate for five years until 2030.

1.3.4 Development parameters of residential development are summarised in Table 1.1 below.

Table 1.1 Development Parameters

Zone	Zone 1 (northern part of the site)	Zone 2 (southern part of the site)
No. of Building	6, Block 1 - 6	4, Block 7 – 10
Ground Floor Level, mPD	4	6
Floors	G/F – 2/F	G/F – 2/F
No. of Typical Floors	3	3
Residential Floor Height, m	2.9	2.9
Lowest Residential Floor Level, mPD	4.65 (G/F)	6.65 (G/F)
Top Level of Residential Floors, mPD	10.45 (2/F)	12.45 (2/F)
No. of Units	1120	1041

2. TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Assessment Criteria

2.1.1 Noise standards are recommended in Chapter 9, “Environment”, of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against noise impact from sources such as road traffic, railway and aircraft etc. According to the guidelines, the road traffic noise planning standard, assessed in terms of L_{10}(1 hr.) for the hours having the peak traffic flow, at the external facades of domestic premises, i.e. residential flats, is 70 dB(A). The standard applies to noise sensitive uses that rely on opened window for ventilation.

2.2 Assessment Methodology

2.2.1 The methodology involved the prediction of noise impacts on noise sensitive receivers (NSRs) arising from traffic flows on road carriageways situated in the vicinity of the Development Site.

2.2.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" was used to predict the hourly L_{10} noise levels generated from road traffic at selected NSRs. The predicted noise levels were then compared with the relevant HKPSG noise standards. Noise mitigation measures are recommended at areas when unacceptable noise impacts are predicted.

2.2.3 The assessment concerns the prediction of the maximum hourly L_{10} traffic noise level at NSRs of the proposed development due to the projected traffic flow on the adjacent major road networks. The L_{10} traffic noise level was predicted at representative NSRs under am and pm peak traffic hours as worst-case scenario. In view of targeted population intake of Year 2025, the potential traffic noise impact was evaluated with respect to Year 2040, i.e. the year with maximum traffic within 15 year on population intake.

2.2.4 Traffic flow was predicted by the project traffic consultant – CKM Asia Limited. The information on traffic volume and percentage of heavy vehicle using these roads was attached in Appendix 2.1. Endorsement from Transport Department on the traffic forecast methodology are pending and will be provided in due course.

2.3 Noise Sensitive Receivers

2.3.1 The residential dwellings will be provided with openable windows for prescribed ventilation purposes. They are selected as NSRs for noise impact assessments. The assessment points are taken to be situated at 1.2m above floor slabs and at 1m away from the external facade of openable windows of the noise sensitive rooms of the residential units.

2.3.2 Other noise sensitive rooms of clubhouse and retail will be provided with centralized ventilation such that they would not rely on opened window for ventilation. No adverse noise impact is envisaged.

2.3.3 Noise assessment point locations are indicated in Figure 2.1 to Figure 2.3.

2.4 Assessment Results and Discussion

2.4.1 The modelled results under base case scenarios at the representative NSRs are shown in Appendix 2.2.

2.4.2 According to the results, amongst 2161 flat units, the maximum predicted noise levels is 69 dB(A). The compliance rate is 100% for the Base Case Scenario.

2.5 Conclusion

2.5.1 The assessment results indicated that the HKPSG road traffic noise standard can be met at all NSRs under worst case scenario with proposed building design. No adverse traffic noise impact is anticipated with proposed development.

3. FIXED NOISE SOURCE IMPACT ASSESSMENT

3.1 Introduction

3.1.1 In this assessment, potential noise impacts arising from nearby fixed noise source on the proposed development has been assessed by general acoustic principle and Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites (IND-TM). Practicable environmental mitigation measures would be recommended, where necessary.

3.2 Assessment Criteria

3.2.1 The Application Site is located in an area contains mainly low-rise residential developments, with some government, institution and community (GIC) uses and industrial operations in the surroundings. The type of the area where the NSRs located should be classified as "Rural area, including country parks or village type developments". The NSRs at the proposed development are not affected by influencing factor (IF). Therefore, the Area Sensitivity Ratings (ASRs) of "A" is considered.

3.2.2 According to the IND-TM, the ANLs in Leq (30min) dB(A) regarding the ASRs for both daytime and night-time are shown in Table 3.1 as below.

Table 3.1 Acceptable Noise Levels (ANLs) at NSRs of the Development

Time Period	ANL for ASR "A", Leq (30min), dB(A)
Day & Evening (0700 to 2300 hours)	60
Night (2300 to 0700 hours)	50

3.3 Fixed Noise Sources in the vicinity of the Application Site

3.3.1 A number of fixed noise sources were identified in the approved EIA report in support of the corresponding Planning Application (Y/YL-MP/341). Desktop study and site visits have been carried out in June 2023 and January 2024 to update the identified fixed noise sources and identify any new potential fixed noise sources within the 300m assessment aera. Details of all the identified fixed noise sources are summarized in Table 3.2 and their locations are shown in Figure 3.1.

3.3.2 Site photos are provided in Appendix 3.1.

Existing Chuk Yuen Stormwater Pumping Station (NS01)

3.3.3 The existing Chuk Yuen Stormwater Pumping Station is located to the east of the Application Site across the Ngau Tam Mei Drainage Channel and Kam Pok Road. During the recent site survey, no noticeable noise was observed at the pumping station. As such, fixed noise impact from the existing Chuk Yuen Stormwater Pumping Station is not anticipated and this noise source has been excluded from the assessment.

Open Storage Site with associated Warehouse (Fan Keung Kee) (NS02)

3.3.4 The concerned site is used for storage of construction materials. There is a warehouse within the storage site and it is sheltered on 3 sides and the top. Noise sources from the site include the operating noise, loading and unloading using forklift, movement of lorry and the use of mobile crane. Site photos taken during recent site survey are provided in Appendix 3.1.

Totally Enclosed Godown (NS03)

3.3.5 The godown is a totally enclosed structure as shown in site photo provided in Appendix 3.1. Noise sources from the godown include the loading and unloading using forklift and movement of lorry.

Kam Wing Car Service (NS04)

3.3.6 The vehicle service workshop is sheltered on 3 sides and the top with opening facing Fairview Park Boulevard. The workshop is also partially shielded by the adjacent building façade. The major noise source from the vehicle service workshop is the use of pneumatic screwdriver. Site photo taken during recent site survey are provided in Appendix 3.1.

Sun Chun Car Shop, Akina Auto Centre and Sun Hing Car Service (NS05, NS06 and NS08)

3.3.7 The vehicle service workshop is sheltered on 3 sides and the top with opening facing Fairview Park Boulevard. The major noise source from the vehicle service workshop is the use of pneumatic screwdriver. Site photo taken during recent site survey are provided in Appendix 3.1.

Chin Hung Car Service (NS07)

3.3.8 The business of this vehicle service workshop is found to be terminated. Site photo taken during recent site survey are provided in Appendix 3.1. To present the worst-case scenario, this fixed noise sources is remained to be included in the assessment and corresponding SWL from the approved EIA report is referenced.

Petrol Filling Station within Fairview Park (NS09)

3.3.9 There is a small petrol filling station within Fairview Park to the south of the Project Site. As the petrol filling station is within Fairview Park (a private development) and is separated from other public roads by an existing vehicular entrance/ security gate, the main users of the station are the residents of Fairview Park (e.g. using private vehicles) and heavy vehicles serving the commercial centre at Fairview Park. Since Fairview Park is a residential estate and the commercial centre is surrounded by residential houses, visits of heavy vehicles during night-time period after 11pm is unlikely. To be conservative, noise impact due to movement of heavy vehicles has been taken into account in the fixed noise impact assessment. The petrol filling station does not provide any vehicle repairing services, and the movement of vehicles in and out of the station and refilling of underground storage tank by oil tanker are the only noise sources during its operation. According to site observation in January 2024, vehicles entering and leaving the petrol filling station would travel in slow speed due to the small size of the petrol filling station. Thus, the noise generated due to movement of vehicles within the station is not significant due to the slow motion of vehicle movement. According to the approved EIA Report (AEIAR-182/2014), refilling of underground storage tank by oil tanker will only be arranged during daytime (usually from 10am to 1pm) in order to avoid potential noise impact due to the close proximity of nearby existing residential houses within Fairview Park. As per the approved EIA Report, the refilling of underground storage tank itself does not generate noise impact as no mechanical movement of equipment is involved in the refilling process. Instead, movement of the oil tanker within the petrol filling station will be noise source, which has been taken into account in the daytime fixed noise impact assessment.

3.3.10 Noise measurement of petrol filling station at Fairview Park was conducted at the planned NSR (FNSR3) on two normal weekdays on 26 June and 27 June 2023. Details of noise measurement are listed as follows:

- Fixed Noise Source: Vehicle movement within the petrol filling station at Fairview Park
- Noise Measurement Period: 26 June 2023 11pm to 1am and 27 June 2023 5am to 7am
- Noise Measurement Parameter: $L_{eq\ (30mins)}$
- Measurement Height: 1.2m above ground

3.3.11 The noise measurement data and site photos taken on 26 and 27 June 2023 were provided in Appendix 3.4. Based on the noise measurement data, the maximum sound pressure level (SPL) measured at representative noise sensitive receiver FNSR3 due to the movement of vehicles within petrol filling station during night-time (i.e. 45.8 dB(A) with the inclusion of 3 dB(A) façade correction) which show compliance of Noise Control Ordinance of 50 dB(A) noise criteria during night-time.

3.3.12 Site photo taken during recent site survey is provided in Appendix 3.1.

Table 3.2 Potential Fixed Noise Sources in the vicinity of the Application Site

ID	Description	Type / Identified Activity	Operational Information	Remarks
NS01	Existing Chuk Yuen Stormwater Pumping Station	Pumping Station	24 hours	• Fixed noise is mitigated by the building enclosure and no noticeable noise was observed during recent site survey • Excluded from the assessment
NS02	Open Storage Site with associated Warehouse (Fan Keung Kee)	Storage of construction materials	Daytime/ Nighttime	• The warehouse is sheltered on 3 sides and the top • Noise sources include the operating noise, loading and unloading using forklift, movement of lorry and the use of mobile crane
NS03	Totally Enclosed Godown	Storage of construction materials	Daytime/ Nighttime	• The godown is a totally enclosed structure • Noise sources include the loading and unloading using forklift and movement of lorry
NS04	Kiddo Auto	Vehicle Service Workshop	Daytime	• The workshop is sheltered on 3 sides and the top with opening facing Fairview Park Boulevard • The working shop is also partially shielded by the adjacent building façade • Noise is generated from the use of pneumatic screwdriver
NS05	Sun Chun Car Shop			• The workshop is sheltered on 3 sides and the top with opening facing Fairview Park Boulevard • Noise is generated from the use of pneumatic screwdriver
NS06	Akina Auto Centre			
NS08	Sun Hing Car Service			
NS07	Chin Hung Car Service*			• Business found to be terminated
NS09	Petrol Filling Station within Fairview Park	Petrol Filling Station	Daytime/ Nighttime	• No vehicle repairing services • Movement of vehicles in and out of the station and refilling of underground storage tank by oil tanker are the only noise sources during its operation • Refilling of underground storage tank by oil tanker will only be arranged during daytime (usually from 10am to 1pm) and the refilling process does not generate noise impact as no mechanical movement of equipment is involved

*: Business is found to be terminated. To present the worst-case scenario, this fixed noise sources is remained to be included in the assessment and corresponding SWL from the approved EIA report is referenced.

3.4 Fixed Noise Sources within the Application Site

3.4.1 One sewage Pumping Station (SPS) would be built for the proposed LPH development and it is considered as the potential fixed noise source during the operation of the Project. Location of the proposed SPS is shown in Figure 3.1.

3.5 Identification of Noise Sensitive Receivers

3.5.1 Existing and planned noise sensitive receivers (NSRs) within 300m assessment area have been identified based on the topographic maps supplemented by site surveys, OZPs and other published plans in the vicinity of the Application Site. The NSRs have made reference to those presented in the Fixed Noise Impact Assessment in the approved EIA report.

3.5.2 Details of the identified representative NSRs are summarised in Table 3.3 and their locations are shown in Figure 3.2.

Table 3.3 Representative Noise Sensitive Receivers

NSR ID	Description	Uses	Existing / Planned	Approximate Horizontal Distance from the Nearest Site Boundary (m)
N01	Yau Mei San Tsuen	Residential	Existing	224
N02	Fairview Park	Residential	Existing	9
N03	Fairview Park	Residential	Existing	13
N04	Fairview Park	Residential	Existing	12
N05	Fairview Park	Residential	Existing	13
N06	Fairview Park	Residential	Existing	13
N07	Fairview Park	Residential	Existing	15
N08	Fairview Park	Residential	Existing	13
N09	Bethel High School	Educational Institution	Existing	16
N10	Fairview Park	Residential	Existing	12
N11	Fairview Park	Residential	Existing	16
N12	Fairview Park	Residential	Existing	32
N13	Hong Kong and Macau Lutheran Church Wong Chan Sook Ying Memorial School	Educational Institution	Existing	96
N14	Man Yuen Chuen	Residential	Existing	149
N15	Helene Terrace	Residential	Existing	127
N16	Village House at Ha San Wai Road	Residential	Existing	176
N17	Chuk Yuen Tsuen	Residential	Existing	257
N18	Chuk Yuen Tsuen	Residential	Existing	223
N1P	Planned Yau Mei Site	Residential	Planned	12
N2P	Planned Kam Pok Road Site	Residential	Planned	73
N3P	Planned Kam Pok Road Site	Residential	Planned	84
N4P	Planned R(D) Site	Residential	Planned	74
N5P	Planned R(D) Site	Residential	Planned	108

3.6 Assessment Approach and Methodology

3.6.1 The ambient noise of the Project area is mainly from road traffic noise along Yau Pok Road, Kam Pok Road and Fairview Park Boulevard. A background noise measurement was conducted in August 2024 to obtain the prevailing noise levels. The measured prevailing noise levels are detailed in Table 3.4 with the measurement location illustrated in Figure 3.3. Full details of the measurement are embedded in Appendix 3.5.

Table 3.4 Prevailing Noise Levels

Noise Measurement Point	Measurement Location	Prevailing Noise Level, $L_{90\ (1\text{-}hr)}$, dB(A)		
		Day (0700 – 1900)	Evening (1900 – 2300)	Night (2300 – 0700)
BNM1	Application Site	50.8	51	49.2

Note: Free-field measurement was made at the measurement location. A correction of +3 dB(A) was applied in the results.

3.6.2 Considering the ANLs of the NSRs and the background noise measurement results, the fixed noise criteria adopted for the prediction of maximum permissible sound power level (SWL) of the proposed SPS are presented in Table 3.5 below.

Table 3.5 Fixed Noise Criteria for Prediction of Maximum Permissible SWL

NSR ID	ANL-5, dB(A)		Background Noise Measurement Location	Prevailing Noise Level, $L_{90\ (1\text{-}hr)}$, dB(A)		Fixed Noise Criteria, dB(A)	
	Day / Evening	Night		Day / Evening	Night	Day / Evening	Night
NSR7 NSR8	55	45	BNM1	51	49	51	45

3.6.3 In any event, the noise limits adopted in this report is for an indicative operational noise assessment only. It should be noted that fixed noise sources are controlled under Section 13 of the Noise Control Ordinance (NCO). At the time of investigation, the Noise Control Authority shall determine noise impact from concerned fixed noise sources on the basis of prevailing legislation and practices being in force, and taking into account of contemporary conditions/situations of adjoining land uses. Nothing in this report shall bind the Noise Control Authority in the context of law enforcement against any fixed noise source being assessed.

3.6.4 The fixed noise impact assessment has been conducted based on standard acoustic principles and followed the procedures outlined in the IND-TM.

3.6.5 Since no major change in the operation of existing fixed noise sources in recent visit in January 2024, the noise levels from operation of existing fixed noise sources are made reference to noise data adopted in the previous EA Report in support of Planning Application No. Y/YL-MP/341. Cumulative fixed noise impact arising from existing and planned fixed noise sources located within 300m assessment area at the representative planned NSRs is assessed.

3.7 Prediction of Maximum Permissible Sound Power Level for the Proposed Sewage Pumping Station

3.7.1 As the E&M equipment details are subject to detailed design at later stage, the maximum permissible SWL for all openings and louvres of the proposed SPS will be determined to ensure compliance with statutory requirements and guidelines. It is assumed that all fixed noise sources of the proposed SPS would be operated at the same time for 24 hours with no noise barrier or acoustic screening correction for a conservative assessment of the worst-case scenario.

3.7.2 The E&M equipment housed inside the proposed SPS should be free of the characteristics of tonality, impulsiveness and intermittency. Nonetheless, a +3 dB(A) tonality correction was applied in the assessment as a conservative approach. If the above characteristics are identified during detailed design stage, the maximum permissible SWL should be reduced in accordance with the applicable correction factors as prescribed in the IND-TM.

3.7.3 Detailed calculation of the maximum permissible SWL for all openings and louvres of the proposed SPS is provided in Appendix 3.2 and the results are summarised in Table 3.6 and Table 3.7. Location of fixed noise source and the representative NSRs are indicated in Figure 3.4.

Table 3.6 Maximum Permissible Sound Power Level for Proposed Sewage Pumping Station

Fixed Noise Source	Description	Maximum Permissible SWL, dB(A)
FPN1	Proposed Sewage Pumping Station within Application	80

Table 3.7 Predicted Fixed Noise Levels at Representative NSRs

Fixed Noise Source	Fixed Noise Criteria, dB(A)		Predicted Noise Level at NSR, dB(A)
	Day / Evening	Night	
NSR7	51	45	45
NRS8	51	45	45

3.7.4 The maximum permissible SWL for all openings and louvres of the proposed SPS is 80 dB(A). It is expected that by ensuring the required maximum SWL is maintained, no exceedance of fixed noise level at NSRs is anticipated.

3.7.5 In order to ensure the fixed noise generated by the Proposed Development would not cause excessive impact to neighbouring noise sensitive uses, all fixed noise, including openings and louvres of the proposed sewage pumping station in the Proposed Development will be designed to meet the relevant noise criteria as stipulated in the HKPSG.

3.8 Prediction and Evaluation of Cumulative Fixed Noise Impacts

3.8.1 The results of cumulative fixed noise impact assessment for daytime/evening and night-time periods of the existing fixed noise sources nearby and proposed on-site SPS are summarised in Table 3.8 and Table 3.9 below with detailed calculations provided in Appendix 3.3.

Table 3.8 Predicted Noise Levels at Representative NSRs (Daytime and Evening Periods) – Unmitigated Scenario

NSR ID	Predicted Fixed Noise Level, dB(A)	Area Sensitivity Rating	Noise Criteria, dB(A)	Compliance
FNSR1	53	A	60	Yes
FNSR2	55	A	60	Yes
FNSR3	57	A	60	Yes
FNSR4	53	A	60	Yes

Table 3.9 Predicted Noise Levels at Representative NSRs (Night-time Period) – Unmitigated Scenario

NSR ID	Predicted Fixed Noise Level, dB(A)	Area Sensitivity Rating	Noise Criteria, dB(A)	Compliance
FNSR1	43	A	50	Yes
FNSR2	43	A	50	Yes
FNSR3	46	A	50	Yes
FNSR4	48	A	50	Yes

3.8.2 According to the fixed noise calculations, no exceedance is predicted for both daytime/evening and night-time periods, and thus no adverse fixed noise impact due to the existing noise sources is envisaged. No noise mitigation measures is needed for the Proposed Development.

3.9 Summary

3.9.1 Noise impacts from the existing fixed noise sources in the vicinity of the Application Site have been examined. According to the fixed noise calculations, no exceedance is predicted for both daytime/evening and night-time periods, and thus no adverse fixed noise impact due to the existing noise sources is envisaged. No noise mitigation measures is needed for the Proposed Development.

3.9.2 Noise impact due to operation of the proposed SPS has also been assessed. With the fixed plant properly selected and designed to meet the maximum permissible SWL, no adverse operational fixed noise impact on the nearby NSRs is anticipated.

4. OVERALL CONCLUSIONS

4.1.1 The potential impact on proposed development from road traffic noise and fixed noise sources have been evaluated.

4.1.2 The assessment results indicated that the HKPSG road traffic noise standard can be met at all NSRs under worst case scenario with proposed building design. No adverse traffic noise impact is anticipated with proposed development.

4.1.3 The potential fixed noise impact has been assessed based on the proposed development scheme. No adverse fixed noise impact is envisaged upon the proposed development.

4.1.4 With careful design in compliance with HKPSG standard, the future fixed noise sources within the proposed development would not cause any unacceptable noise impact upon the surroundings.

Figures

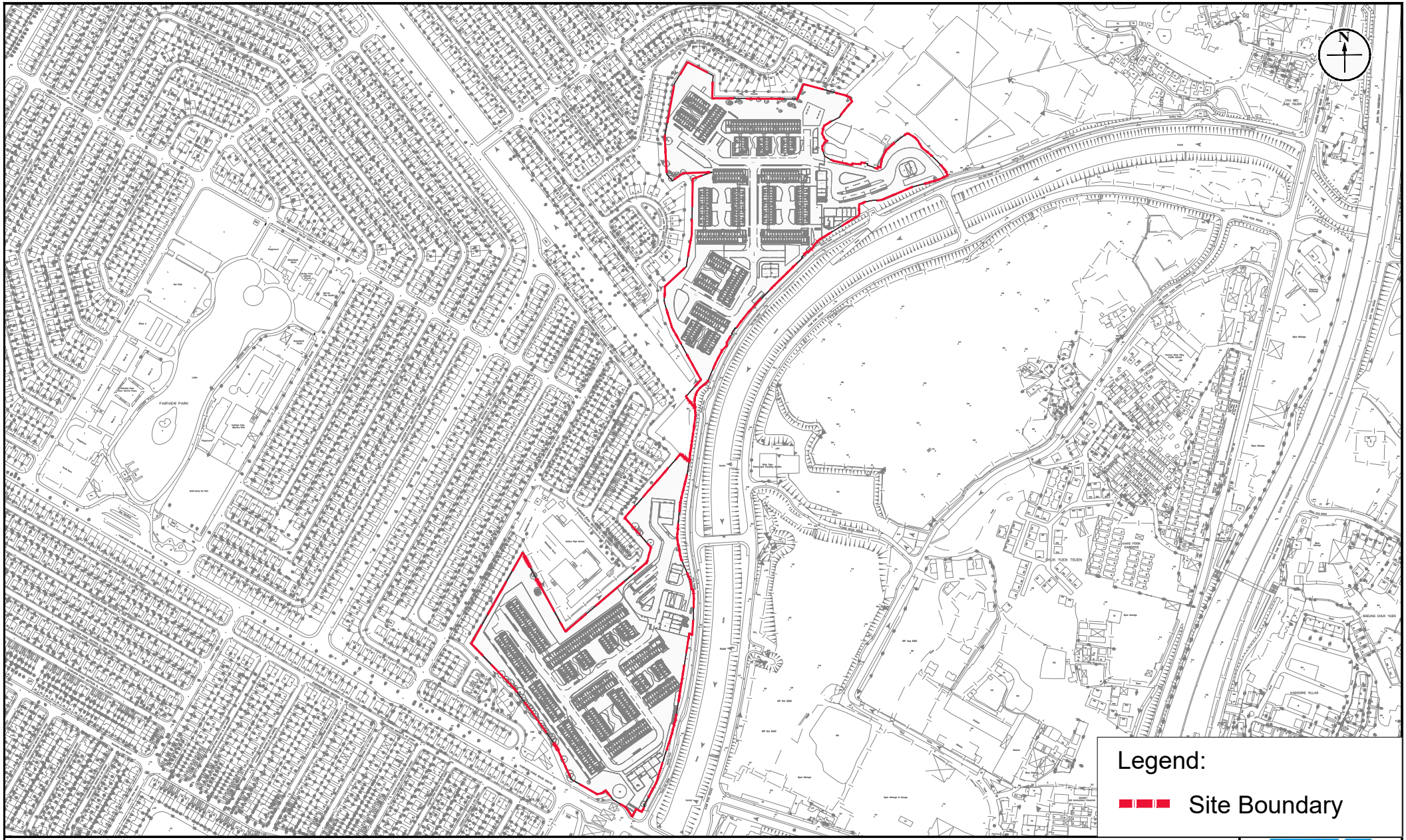

Figure: 1.1	RAMBOLL
Title: Site Location Plan	Drawn by: GY
	Checked by: SL
Project: Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long	Rev.: 1.0
	Date: Feb 2024

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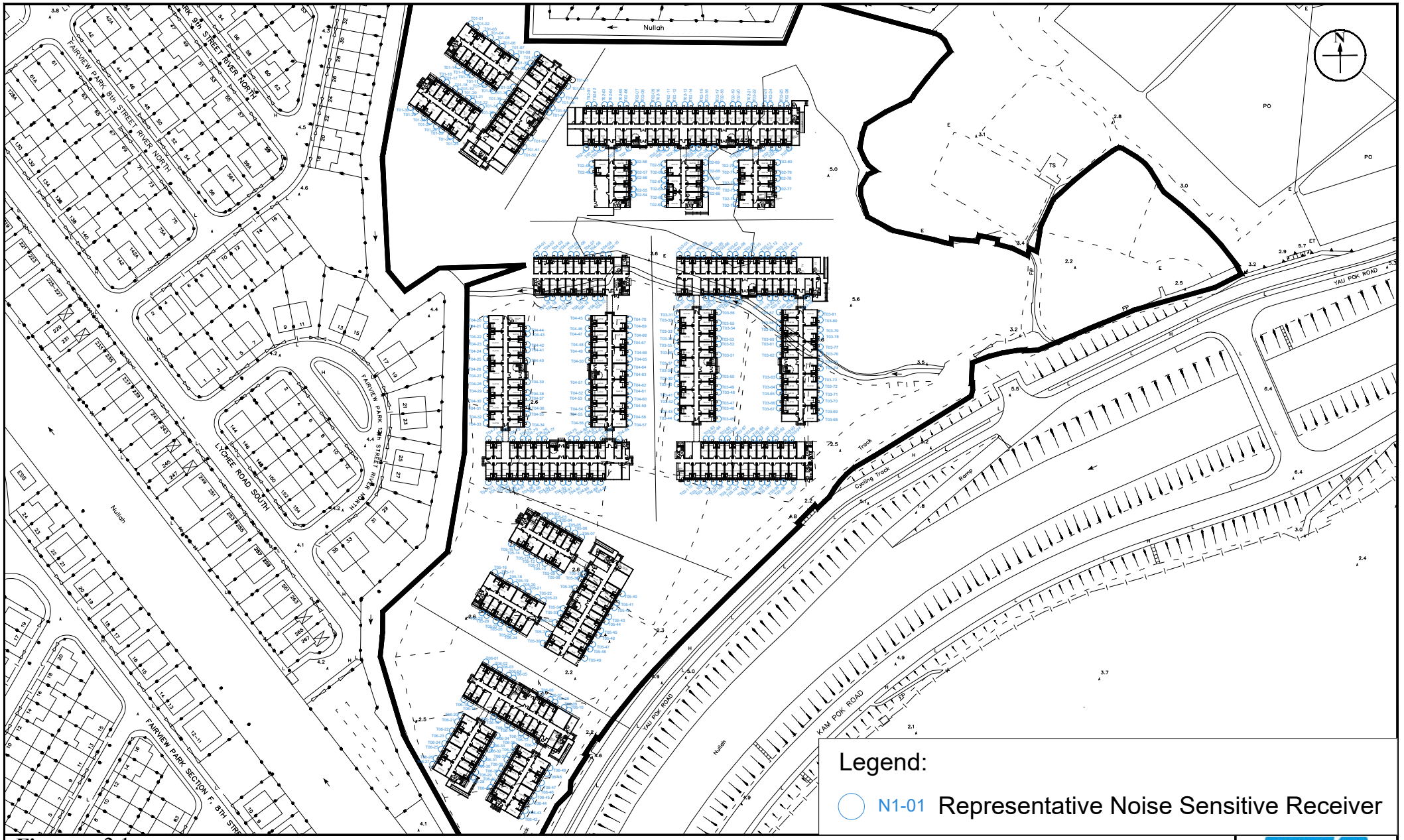

Figure: 2.1

Title: Location of Noise Sensitive Receivers for Traffic Noise Impact Assessment (Zone 1, G/F)

Project: Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long

RAMBOLL

Drawn by:	GY
Checked by:	SL
Rev.:	1.0
Date:	Feb 2024

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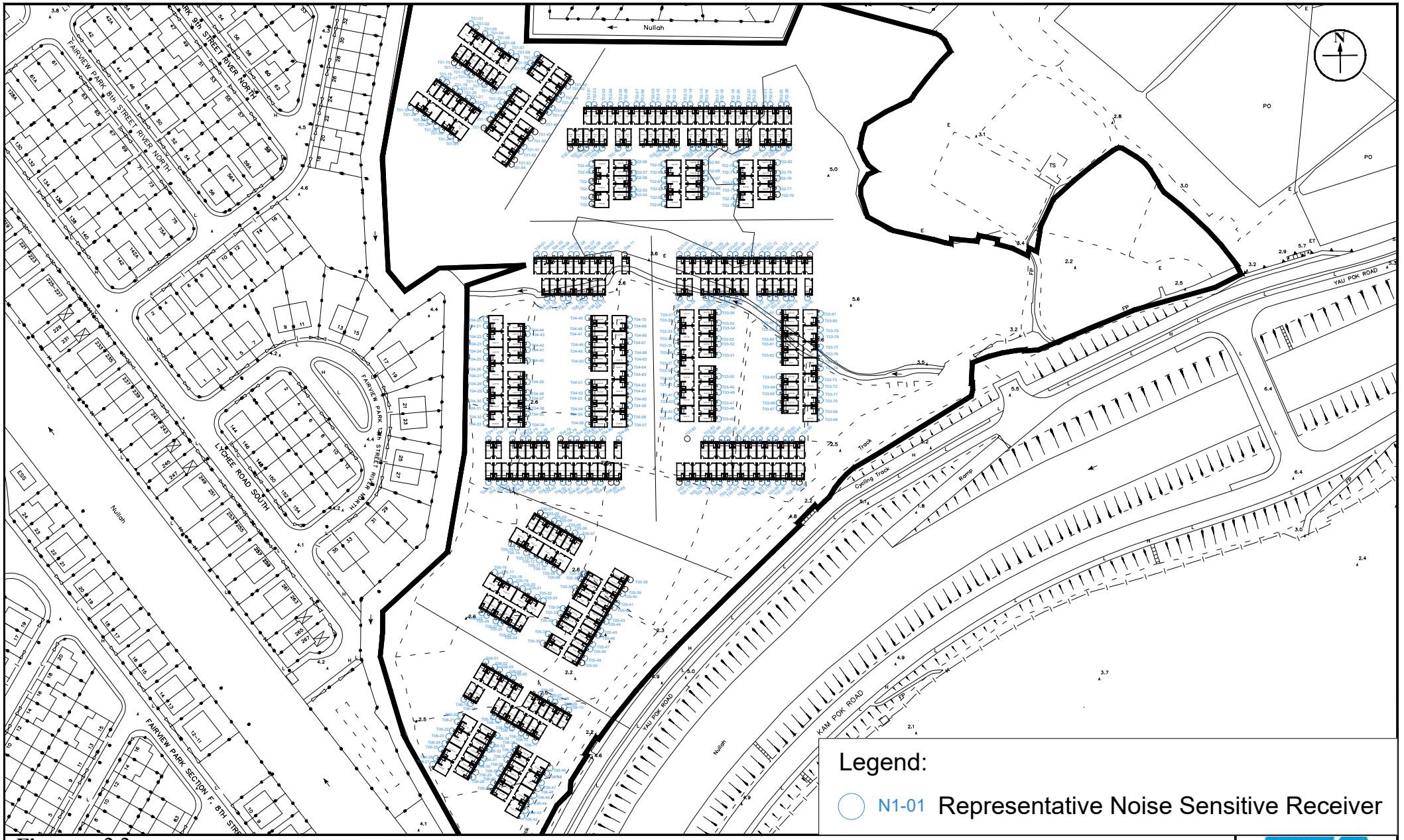

Figure: 2.2

Title: Location of Noise Sensitive Receivers for Traffic Noise Impact Assessment (Zone 1, 1/F - 2/F)

Project: Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long

RAMBOLL

Drawn by:	GY
Checked by:	SL
Rev.:	1.0
Date:	Feb 2024

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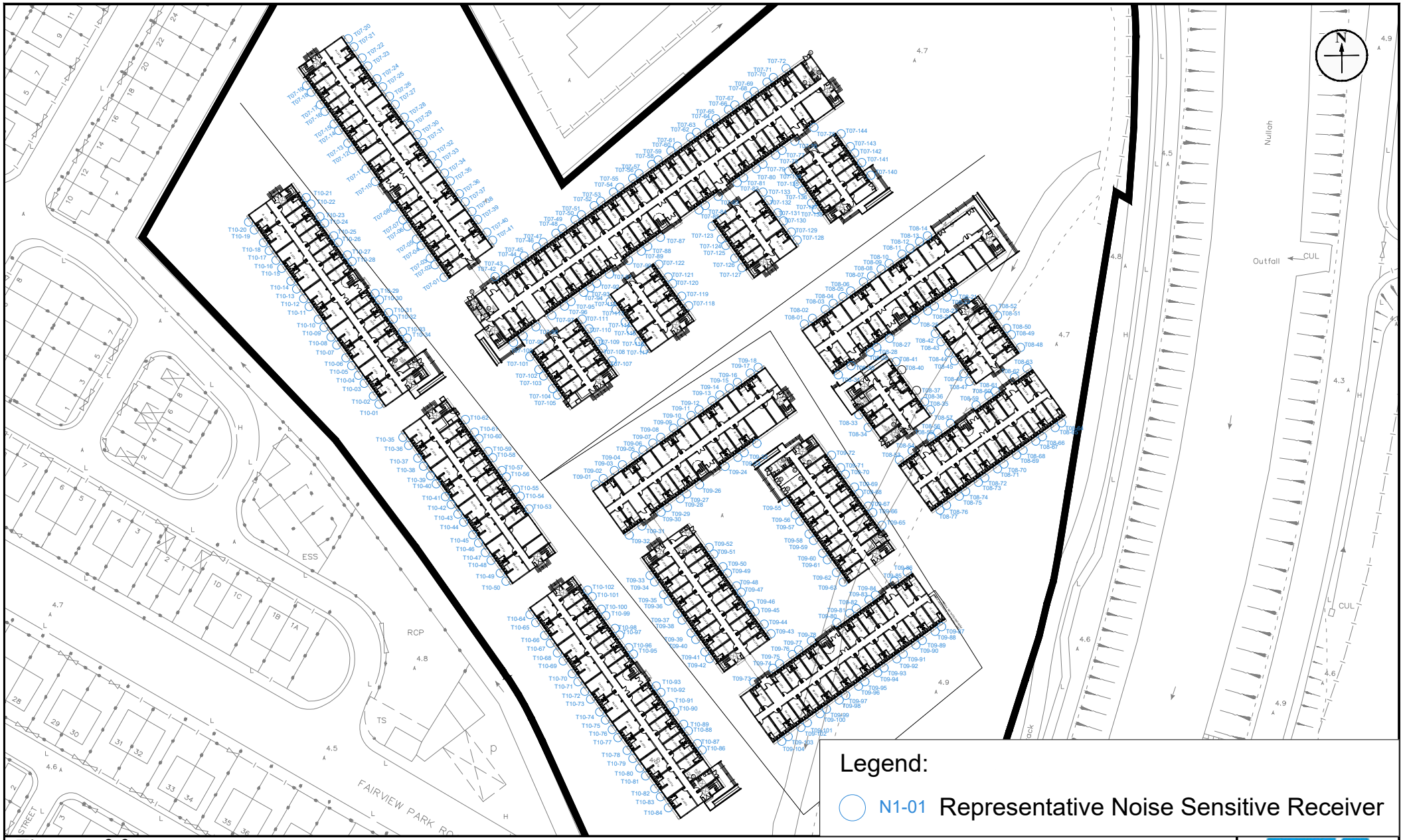

Figure: 2.3

Title: Location of Noise Sensitive Receivers for Traffic Noise Impact Assessment (Zone 2, G/F)

Project: Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long

RAMBOLL

Drawn by:	GY
Checked by:	SL
Rev.:	1.0
Date:	Feb 2024

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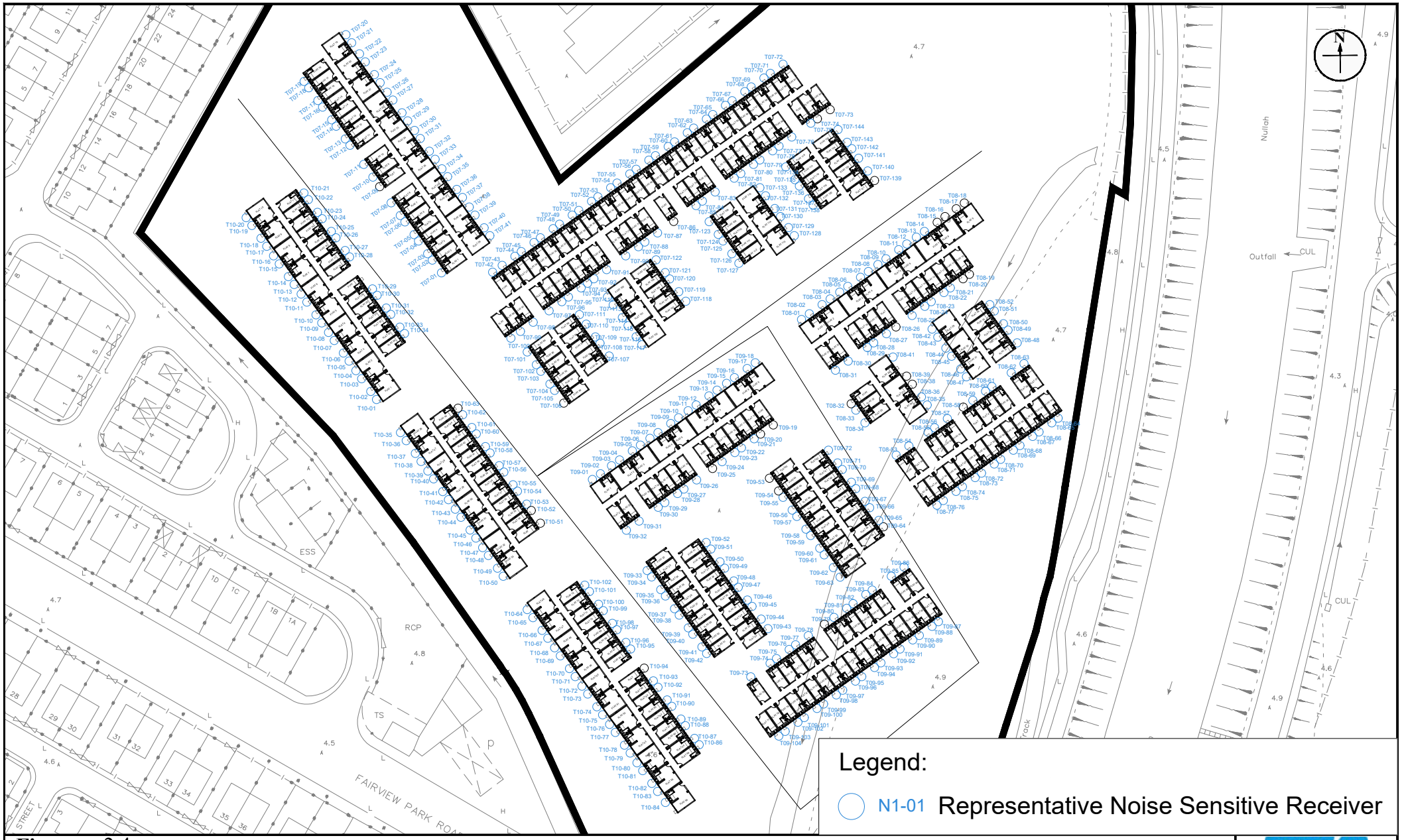

Figure: 2.4

Title: Location of Noise Sensitive Receivers for Traffic Noise Impact Assessment (Zone 2, 1/F - 2/F)

Project: Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long

RAMBOLL

Drawn by:	GY
Checked by:	SL
Rev.:	1.0
Date:	Feb 2024

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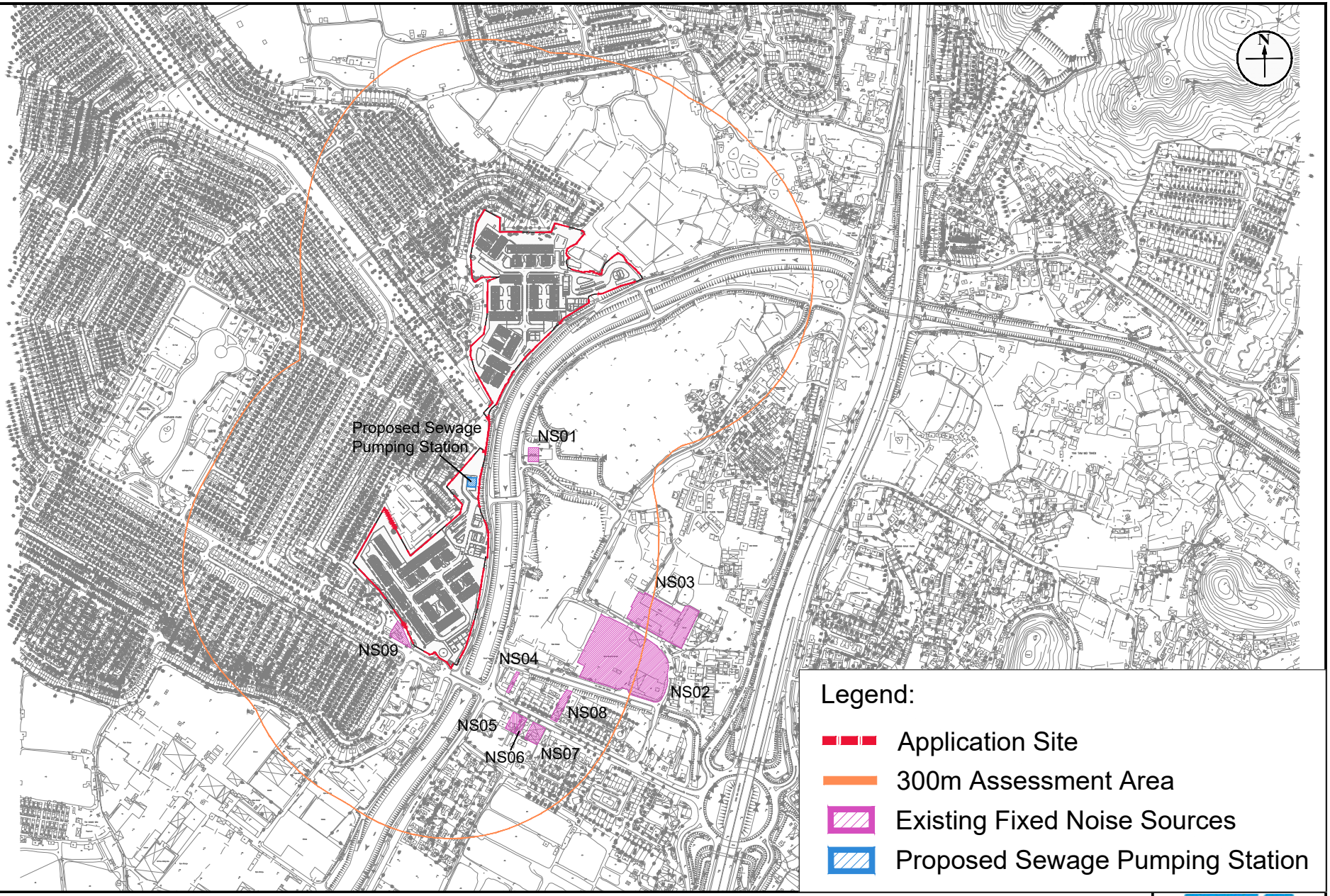

Figure: 3.1

Title: Location of Fixed Noise Sources

Project: Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long

RAMBOLL

Drawn by:	GY
Checked by:	SL
Rev.:	1.0
Date:	Feb 2024

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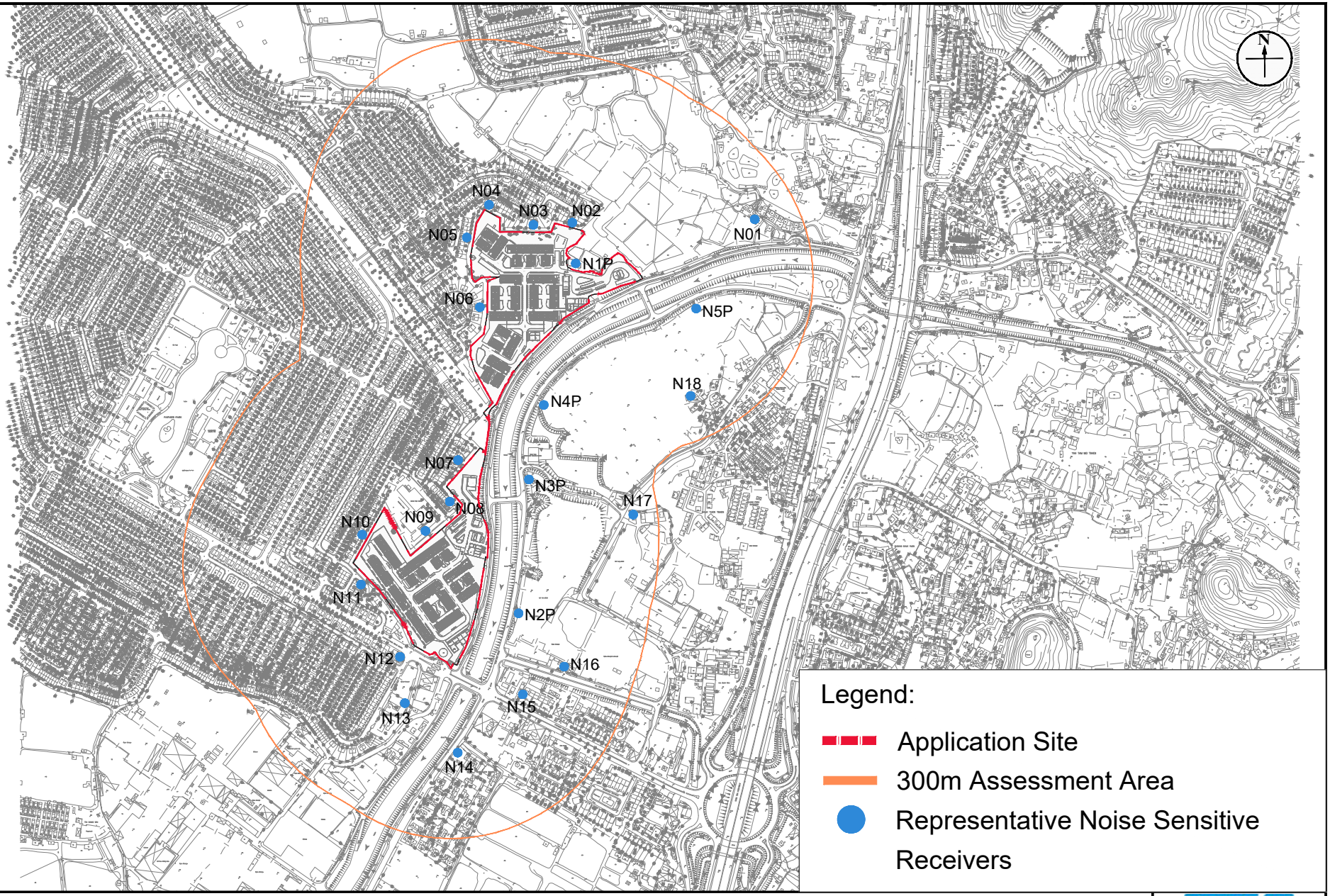

Figure: 3.2

Title: Location of Representative Noise Sensitive Receivers

Project: Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long

RAMBOLL

Drawn by:	GY
Checked by:	SL
Rev.:	1.0
Date:	Feb 2024

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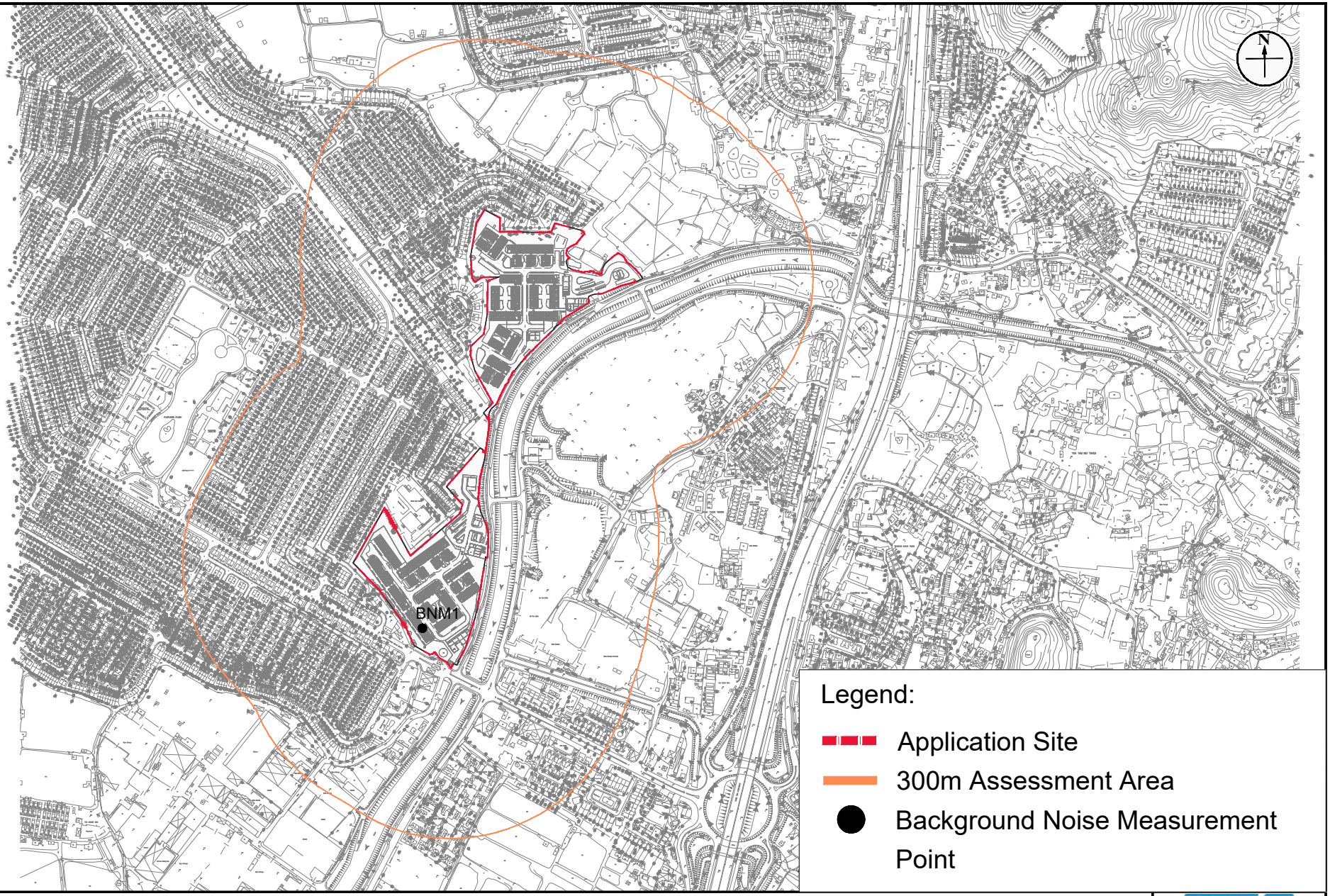

Figure: 3.3

Title: Location of Background Noise Measurement

Project: Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long

RAMBOLL

Drawn by:	GY
Checked by:	SL
Rev.:	1.0
Date:	Feb 2024

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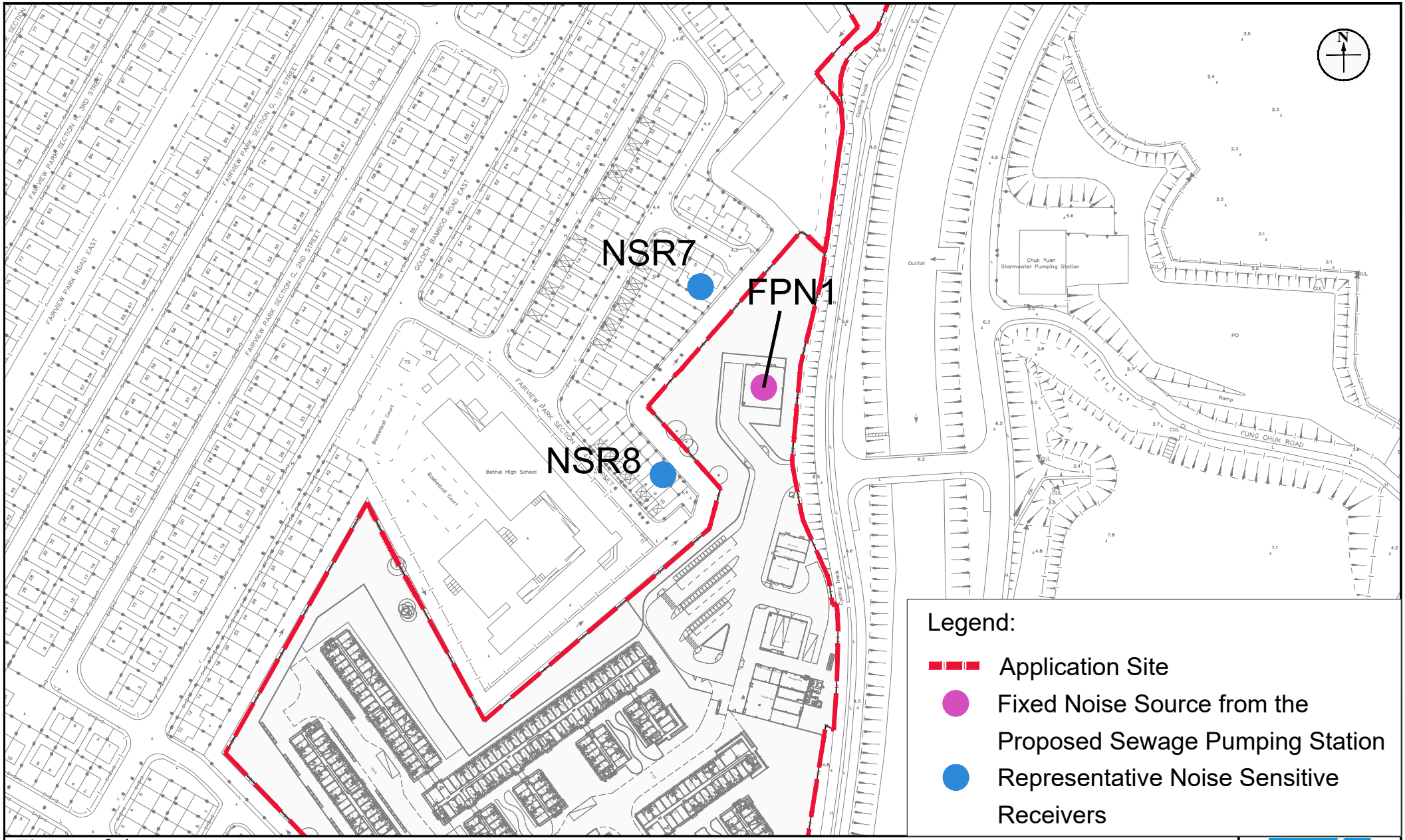

Figure: 3.4	RAMBOLL
Title: Location of the Proposed Sewage Pumping Station and Representative Noise Sensitive Receivers	Drawn by: GY Checked by: SL
Project: Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long	Rev.: 1.0 Date: Feb 2024

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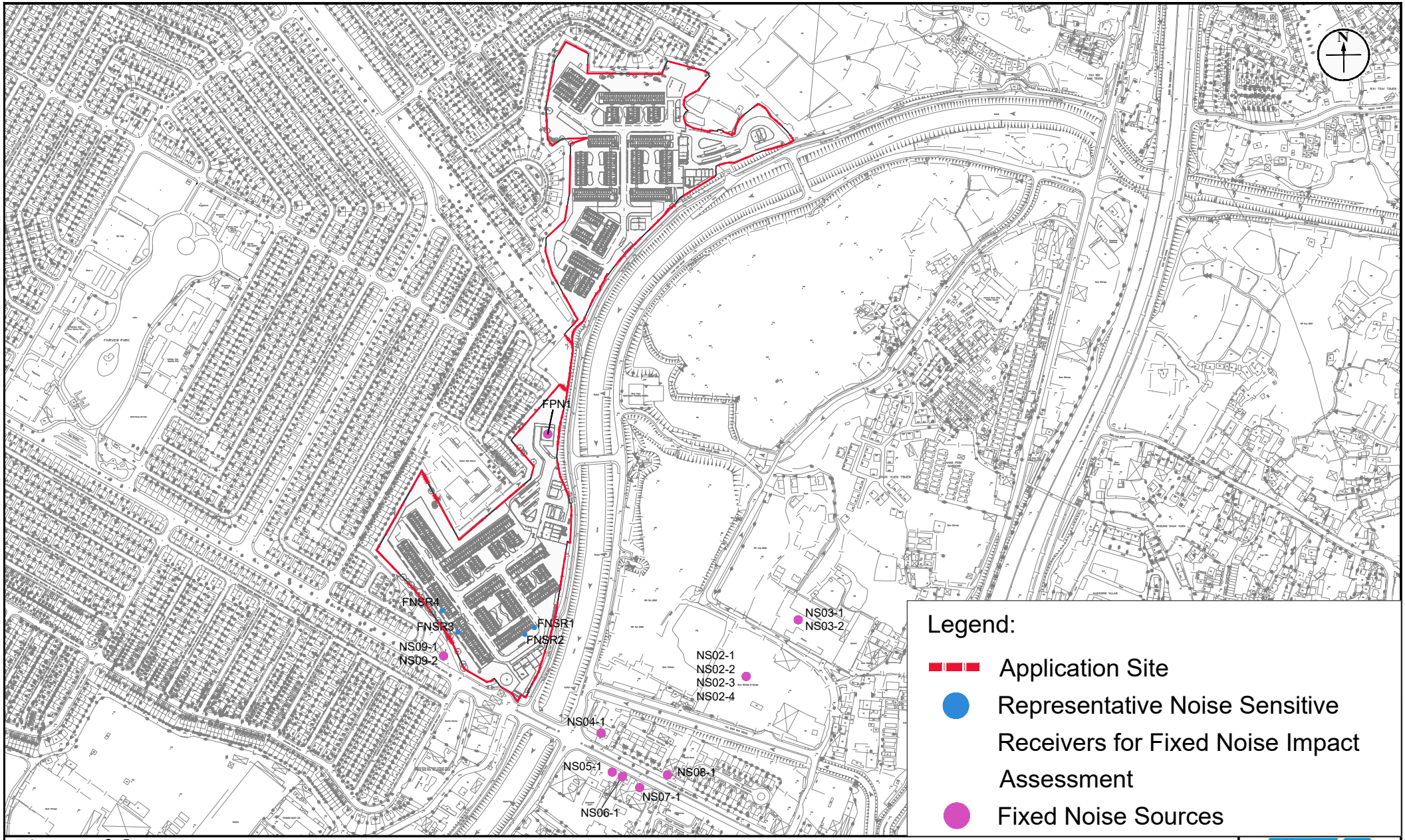

Figure: 3.5	RAMBOLL
Title: Location of Fixed Noise Sources and Representative Noise Sensitive Receivers for Fixed Noise Impact Assessment	Drawn by: GY Checked by: SL
Project: Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long	Rev.: 1.0 Date: Feb 2024

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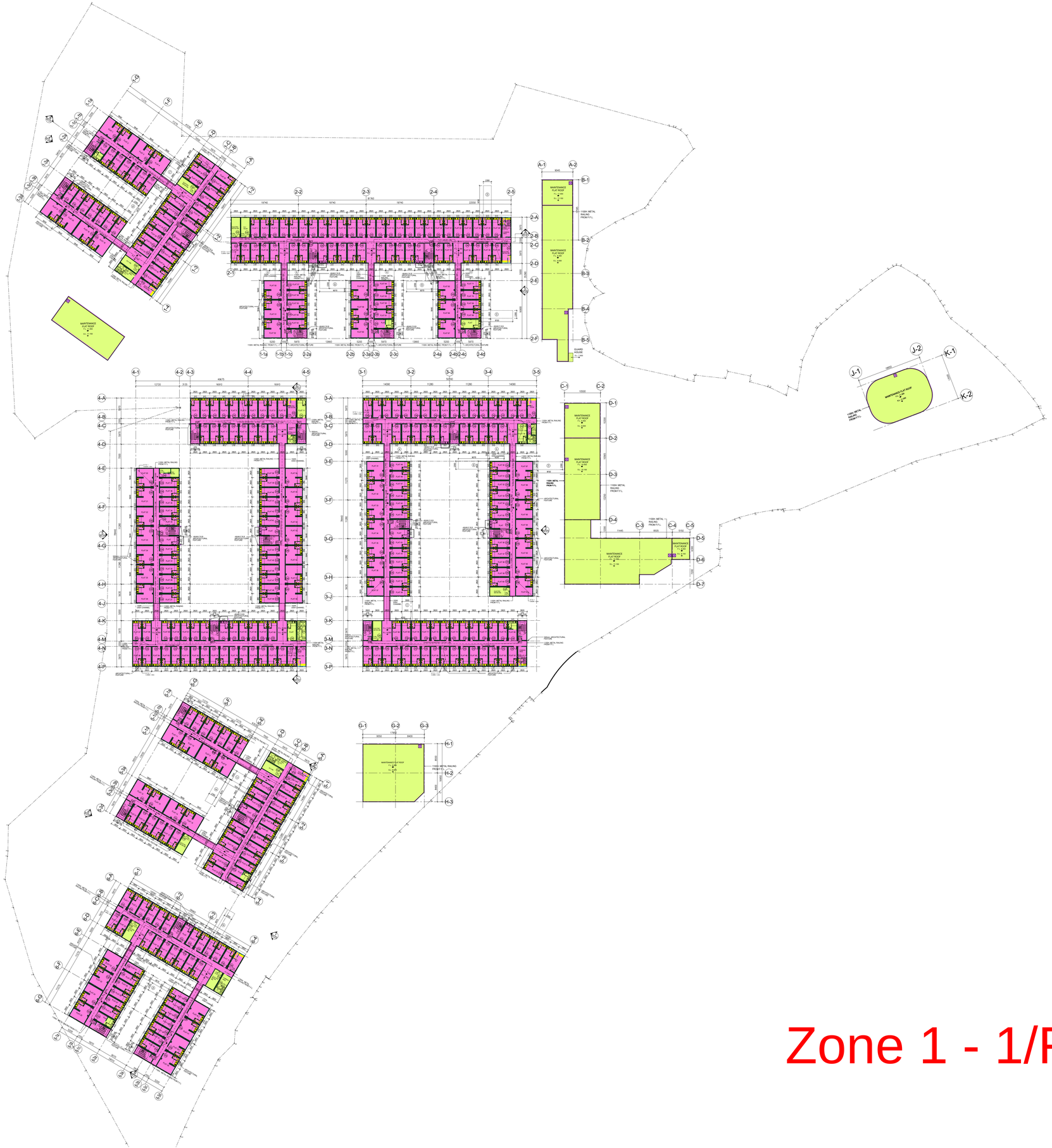
Appendix 1.1

Building Layout Plans

Zone 1 - G/F



Zone 1 - 1/F & 2/F

Zone 2 - G/F

Zone 2 - 1/F & 2/F

Appendix 2.1

Traffic Forecast, TD Endorsement on Traffic Forecast Methodology and Written Confirmation from Traffic Consultant

Gary Yuen

From: Chi Kong LEUNG <chikongleung@td.gov.hk>
Sent: Thursday, September 12, 2024 12:47 PM
To: CKM Asia
Cc: Gary Yuen; Ming Yip TSE
Subject: RE: SS M518: Light Public Housing at Yau Pok Road, Yuen Long - Traffic Forecast
Attachments: J7319_4_TF (YPR).pdf

Dear H.C. Tang,

I refer to your captioned submission.

Please note that Noise Impact Assessment is not under TD's purview. We are not in a position to provide comments on the traffic figures tailor-made for the environmental assessment study.

Notwithstanding the above, we have no objection in principle from traffic engineering perspective on the methodology for estimating traffic forecast for the TNIA.

Thank you.

Regards,
Donald Leung
E/B3, TE/NTW
Transport Department
Tel. 2399 2778

From: CKM Asia [redacted]
To: Chi Kong LEUNG <chikongleung@td.gov.hk>
Cc: [redacted]
Date: 16/08/2024 05:50 PM
Subject: RE: SS M518: Light Public Housing at Yau Pok Road, Yuen Long - Traffic Forecast

---

Attn: Transport Department – Mr Donald Leung (Engr / Boundary 3)

Dear Mr Leung,

We refer to our Letter [CKM ref.: J7319/4] dated 4th March 2024 pertaining to the submission of traffic forecast for Traffic Noise Impact Assessment (TNIA) in support of the Proposed Light Public Housing at Yau Pok Road (YPR) Site. The softcopy of the traffic forecast submission is attached for your ease of reference.

We seek your *"no objection"* reply to the traffic forecast for TNIA as the earliest convenience. To facilitate timely approval of TNIA, the Project Environmental Consultant has to submit your confirmation to the EPD.

Thank you for your attention.

Regards,

H.C. Tang

CKM Asia Limited
Traffic and Transportation Planning Consultants
[redacted]

From: CKM Asia
Sent: Tuesday, July 30, 2024 5:50 PM
To: Chi Kong LEUNG <chikongleung@td.gov.hk>
Subject: RE: SS M518: Light Public Housing at Yau Pok Road, Yuen Long - Traffic Forecast

Attn: Transport Department – Mr Donald Leung (Engr / Boundary 3)

Dear Mr Leung,

We refer to our Letter [CKM ref.: J7319/4] dated 4th March 2024 pertaining to the submission of traffic forecast for Traffic Noise Impact Assessment (TNIA) in support of the Proposed Light Public Housing at Yau Pok Road (YPR) Site. The softcopy of the traffic forecast submission is attached for your ease of reference.

We seek your *"no objection"* reply to the traffic forecast for TNIA as the earliest convenience. To facilitate timely approval of TNIA, the Project Environmental Consultant has to submit your confirmation to the EPD.

Thank you for your attention.

Regards,

H.C. Tang

CKM Asia Limited
Traffic and Transportation Planning Consultants
[redacted]

CKM ASIA LIMITED 陳錦敏亞洲有限公司

Traffic and Transportation Planning Consultants 交通及運輸策劃顧問

Our Ref: J7319/4 (YPR) xx January 2024

Transport Department
NT Regional Office
Traffic Engineering (NTW) Division
7/F, Mongkok Government Offices
30 Luen Wan Street
Mong Kok, Kowloon

Attn: Mr LEUNG Chi Kong, Donald (Engr / Boundary 3)

(BY POST)

Dear Mr Leung,

Contract No. SS M518 Design and Construction of Light Public Housing at Yau Pok Road, Yuen Long, at Tuen Mun Area 3A and at Choi Hing Road, Ngau Tau Kok

Traffic Forecast for Traffic Noise Impact Assessment for Yau Pok Road Site

CKM Asia Limited is the appointed Traffic Consultant for the captioned Contract. We have produced future year traffic data for the Environmental Consultant to conduct the Traffic Noise Impact Assessment (TNIA) for **Yau Pok Road (YPR) Site** in Yuen Long.

We are pleased to submit the traffic forecast methodology and the future year traffic data used for the TNIA – please see attached. It is much appreciated if your department could comment on the traffic forecast methodology and the future year traffic data used for the TNIA at your earliest convenience.

Should you have any queries, please do not hesitate to contact the undersigned. Thank you for your attention.

Yours sincerely

TANG Ho Chung
Principal Traffic Engineer

DRAFT

Encl. xx pages

cc: Chevalier – China Railway Joint Venture
Project Environmental Consultant

KIM\THC

Technical Note on Traffic Forecast for Traffic Noise Impact Assessment for Yau Pok Road Site

CKM Asia Limited is the appointed Traffic Consultant for the captioned Contract. We have produced future year traffic data for the Environmental Consultant to conduct the Traffic Noise Impact Assessment (TNIA) for **Yau Pok Road (YPR) Site** in Yuen Long.

(A) Background

A Transport and Traffic Impact Assessment (TTIA) Report was prepared for the YPR Site as part of the s16 planning application (TPB No. A/YL-MP/341), which was approved on 9th June 2023. According to the Rural and New Town Planning Committee (RNTPC) Meeting Paper No. A/YL-MP/341, *"Transport Department has no in-principle objection to the planning application from the traffic engineering perspective"*.

To be consistent with the approved TTIA Report, the same traffic forecasting methodology is adopted for producing the future year traffic data for TNIA.

(B) Traffic Data for TNIA

The 2040 traffic data for TNIA is produced as follows:

(a) The road sections where traffic data is required are located within **300m of the YPR Site** – please refer to Figure EIA/YPR; and

(b) The 2040 traffic data is classified into 2 vehicle categories, including:
   i. **Light Vehicles (LV)**, including motorcycle, private car and taxi; and
   ii. **Heavy Vehicles (HV)**, including light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus.

The latest peak hour traffic flows were obtained from the manual classified traffic counts conducted during the AM and PM peak periods on Monday 5th January 2024 for the road sections where traffic data is required. The 2040 traffic flows for TNIA were derived based on the (i) observed traffic flows; (ii) adopted traffic growth rate, (iii) traffic generated by YPR Site; and (iv) traffic generated by the major planned developments located in the vicinity.

(C) Traffic Growth Rate

A growth factor is used to project traffic flows for year 2040. To obtain this factor, reference is made to: (i) *Hong Kong Population Projections* published by Census and Statistics Department (C&SD); (ii) *Annual Traffic Census* (ATC) published by TD; and (iii) *Territorial Population and Employment Data Matrix* (TPEDM) published by Planning Department (PlanD). The findings from the review are presented below:

(i) Hong Kong Population Projections by C&SD

The summary of the population projections is shown in Table 1.

TABLE 1 POPULATION PROJECTIONS BY C&SD

Year	HK Resident Population (in Thousands)
2024	7,526.8
2040	8,137.3
Annual Growth Rate	**0.49%**

Table 1 shows that the annual growth rate is around 0.49% from 2024 – 2040.

(ii) ATC by TD

The historical annual average daily traffic of the survey stations in the vicinity of the YPR Site are presented in Table 2.

TABLE 2 HISTORIC TRAFFIC INFORMATION FROM THE ATC

Station No.	Annual Average Daily Traffic (veh/day) in Year					Annual Growth [1]
	2015	2016	2017	2018	2019	
5016	86,180	92,230	90,650	86,230	90,860	1.33%
5297	6,140*	6,400*	6,300*	8,540	7,530	5.23%
5505	12,090	12,590*	12,390*	12,700*	13,330	2.47%
5508	85,910	90,760*	90,110*	92,980*	80,460	–1.63%
Overall	**190,320**	**201,980**	**199,450**	**200,450**	**192,180**	**0.24%**

Note: * estimated by Growth Factor
[1] AADT for years 2020 – 2022 are excluded due to the outbreak of COVID-19 which resulted in abnormal traffic condition

Station No.: 5016 – San Tin Highway, Castle Peak Road & San Tam Road (between Kam Tin Road and Fairview Park Boulevard)
5297 – San Tam Road (between Castle Peak Road – Mai Po and Fairview Park Boulevard RA)
5505 – San Tam Road (between Fairview Park Boulevard RA and end)
5508 – San Tin Highway (between Fairview Park Boulevard and Lok Ma Chau Road)

Table 2 shows that the annual growth rate obtained from ATC is around 0.24%.

(iii) TPEDM by PlanD

The population and employment data for Yuen Long District in 2019, 2026 and 2031 is summarised in Table 3.

TABLE 3 TPEDM DATA FOR YUEN LONG

Year	Population	Employment	Total
2019	175,150	68,100	243,250
2026	172,350	70,700	243,050
2031	159,850	70,250	230,100
Annual Growth Rate			**–0.46%**

Table 3 shows that the annual growth rate from TPEDM is negative, i.e. –0.46%.

(iv) Adopted Traffic Growth

The above findings show that the highest growth rate is 0.49% per annum which is the population projection. To err on the high side, an annual growth rate of **1%** is used to produce the traffic forecast.

(D) Traffic Generation of YPR Site

The traffic generation of YPR Site, is extracted from the approved TTIA Report and are summarised in Table 4.

TABLE 4 YPR SITE TRAFFIC GENERATION

YPR Site	Traffic Generation (pcu/hour)			
	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Zone 1	26	29	38	35
Zone 2	25	28	35	32
Total	**51**	**57**	**73**	**67**

Note: (1) extracted from Table 4.5 of TTIA Report for YPR Site

(E) Planned Developments in the Vicinity

The traffic generated by major planned developments located in the vicinity of the YPR Site is included in the traffic forecast and these are summarised in Table 5.

TABLE 5 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Ref.	Location	Use	Development Parameters (Approx.)
A	Lots 43 S.A RP, 50 S.A and 50 RP in D.D.101, Wo Shang Wai, Mai Po (TPB No. A/YL-MP/291)	Private Housing	268 flats
B	Lots 3054 S.B RP and 3055 in D.D.104, near Yau Mei San Tsuen (TPB No. A/YL-MP/247-1)	Private Housing	105 flats
C	Various Lots in D.D. 104 and Adjoining Government Land, Mai Po (TPB No. A/YL-MP/205-1)	Private Housing	71 flats
D	Various Lots in D.D. 104 and Adjoining Government Land, Mai Po (TPB No. A/YL-MP/287)	Private Housing	65 flats
E	Various Lots in D.D. 104 and adjoining Government Land, Ngau Tam Mei (TPB No. A/YL-NTM/432)	Public Housing	1,208 flats
F	Sha Po North Residential Development (Phase 1 and Phase 2) (TPB No. A/YL-KTN/633)	Private Housing	4,282 flats
G	Public Housing Development at Kam Tin South	Public Housing	8,100 flats and 43,000m^2 retail GFA
H	Kam Tin West Outlet Mall (TPB No. A/YL-NSW/241)	Retail	37,171m^2 retail GFA
I	Sha Po North Residential Development (Phase 3) (TPB No. A/YL-KTN/604)	Private Housing	3,891 flats and 5,500m^2 retail GFA

(F) 2040 Traffic Data

By assuming the annual growth rate of 1%, the total traffic growth rate from 2024 to 2040 is calculated as:

$$\text{Year 2024 to 2040 total traffic growth rates} = (1+1\%)^{16} = 118\%$$

The 2040 traffic flows with the YPR Site are derived using the following equation:

$$\text{2040 Traffic Flows with YPR Site} = \text{2024 Observed Traffic Flows} \times 118\% + \text{Traffic generated by YPR Site} + \text{Traffic generated by Planned Developments}$$

Based on the above traffic forecasting methodology, the year 2040 traffic data are presented in Table 6.

TABLE 6 – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2040 TRAFFIC FORECAST

YAU POK ROAD SITE

Date: 19 January 2024

Job No.: J7319

Link ID	Road Section	From Road	To Road	AM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L001	Yau Pok Road (NB)	Unnamed Road	Castle Peak Road - Tam Mi	100	89.8%	10.2%
L002	Kam Pok Road (NB)	Unnamed Road	Ha Chuk Yuen Road	200	56.5%	43.5%
L003	Kam Pok Road (SB)	Ha Chuk Yuen Road	Unnamed Road	200	53.9%	46.1%
L004	Unnamed Road (EB)	Yau Pok Road	Kam Pok Road	50	41.1%	58.9%
L005	Unnamed Road (WB)	Kam Pok Road	Yau Pok Road	100	50.0%	50.0%
L006	Yau Pok Road (NB)	Unnamed Road	Unnamed Road	50	95.1%	4.9%
L007	Kam Pok Road (NB)	Fung Chuk Road	Unnamed Road	100	57.3%	42.7%
L008	Kam Pok Road (SB)	Unnamed Road	Fung Chuk Road	100	51.8%	48.2%
L009	Ha Chuk Yuen Road (NB)	Fung Chuk Road	Kam Pok Road	50	72.7%	27.3%
L010	Ha Chuk Yuen Road (SB)	Kam Pok Road	Fung Chuk Road	50	81.8%	18.2%
L011	Unnamed Road (EB)	Unnamed Road	Unnamed Road	100	61.1%	38.9%
L012	Unnamed Road (WB)	Unnamed Road	Unnamed Road	100	76.8%	23.2%
L013	Fung Chuk Road (EB)	Kam Pok Road	Ha Chuk Yuen Road	50	100.0%	0.0%
L014	Fung Chuk Road (WB)	Ha Chuk Yuen Road	Kam Pok Road	50	100.0%	0.0%
L015	Kam Pok Road (SB)	Fung Chuk Road	Unnamed Road	150	54.0%	46.0%
L016	Kam Pok Road (NB)	Unnamed Road	Fung Chuk Road	100	57.8%	42.2%
L017	Unnamed Road (EB)	Yau Pok Road	Kam Pok Road	50	39.9%	60.1%
L018	Unnamed Road (WB)	Kam Pok Road	Yau Pok Road	50	29.9%	70.1%
L019	Yau Pok Road (NB)	Fairview Park Boulevard	Unnamed Road	100	93.2%	6.8%
L020	Kam Pok Road (NB)	Ha San Wai Road	Unnamed Road	100	74.0%	26.0%
L021	Kam Pok Road (SB)	Unnamed Road	Ha San Wai Road	100	70.6%	29.4%
L022	Ha Chuk Yuen Road (NB)	Ha San Wai Road	Fung Chuk Road	50	100.0%	0.0%
L023	Ha Chuk Yuen Road (SB)	Fung Chuk Road	Ha San Wai Road	50	100.0%	0.0%
L024	Ha San Wai Road (EB)	Kam Pok Road	Unnamed Road	150	73.5%	26.5%
L025	Ha San Wai Road (WB)	Unnamed Road	Kam Pok Road	50	56.5%	43.5%
L026	Kam Pok Road (SB)	Ha San Wai Road	Fairview Park Boulevard	100	70.0%	30.0%
L027	Kam Pok Road (NB)	Fairview Park Boulevard	Ha San Wai Road	100	72.2%	27.8%
L028	Fairview Park Boulevard (EB)	Kam Pok Road	Unnamed Road	1,050	83.8%	16.2%
L029	Fairview Park Boulevard (WB)	Unnamed Road	Kam Pok Road	750	68.0%	32.0%
L030	Fairview Park Boulevard (EB)	Yau Pok Road	Kam Pok Road	950	89.8%	10.2%
L031	Fairview Park Boulevard (WB)	Kam Pok Road	Yau Pok Road	650	73.1%	26.9%
L032	Fairview Park Boulevard (EB)	Unnamed Road	Yau Pok Road	1,000	90.0%	10.0%
L033	Fairview Park Boulevard (WB)	Yau Pok Road	Unnamed Road	650	72.8%	27.2%
L034	Fairview Park Boulevard (EB)	Bauhinia Road East	Unnamed Road	950	91.8%	8.2%
L035	Fairview Park Boulevard (WB)	Unnamed Road	Bauhinia Road East	600	76.4%	23.6%
L036	Kam Pok Road (SB)	Fairview Park Boulevard	Kam Pok Road West	150	51.6%	48.4%
L037	Kam Pok Road (NB)	Kam Pok Road West	Fairview Park Boulevard	150	41.1%	58.9%
L038	Yau Pok Road (SB)	Fairview Park Boulevard	Kam Pok Road West	50	87.5%	12.5%
L039	Unnamed Road (SB)	Fairview Park Boulevard	Unnamed Road	150	57.9%	42.1%
L040	Unnamed Road (SB)	Unnamed Road	Fairview Park Boulevard	150	73.7%	26.3%
L041	Unnamed Road (NB)	Unnamed Road	Kam Pok Road West	50	52.0%	48.0%
L042	Unnamed Road (NB)	Kam Pok Road West	Unnamed Road	50	60.0%	40.0%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

TABLE 6 – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2040 TRAFFIC FORECAST

YAU POK ROAD SITE

Date: 19 January 2024 Job No.: J7319

Link ID	Road Section	From Road	To Road	PM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L001	Yau Pok Road (NB)	Unnamed Road	Castle Peak Road - Tam Mi	100	92.9%	7.1%
L002	Kam Pok Road (NB)	Unnamed Road	Ha Chuk Yuen Road	150	61.9%	38.1%
L003	Kam Pok Road (SB)	Ha Chuk Yuen Road	Unnamed Road	200	65.5%	34.5%
L004	Unnamed Road (EB)	Yau Pok Road	Kam Pok Road	50	60.4%	39.6%
L005	Unnamed Road (WB)	Kam Pok Road	Yau Pok Road	100	72.7%	27.3%
L006	Yau Pok Road (NB)	Unnamed Road	Unnamed Road	50	94.6%	5.4%
L007	Kam Pok Road (NB)	Fung Chuk Road	Unnamed Road	100	65.7%	34.3%
L008	Kam Pok Road (SB)	Unnamed Road	Fung Chuk Road	150	63.9%	36.1%
L009	Ha Chuk Yuen Road (NB)	Fung Chuk Road	Kam Pok Road	50	77.8%	22.2%
L010	Ha Chuk Yuen Road (SB)	Kam Pok Road	Fung Chuk Road	50	88.2%	11.8%
L011	Unnamed Road (EB)	Unnamed Road	Unnamed Road	100	58.6%	41.4%
L012	Unnamed Road (WB)	Unnamed Road	Unnamed Road	100	65.5%	34.5%
L013	Fung Chuk Road (EB)	Kam Pok Road	Ha Chuk Yuen Road	50	100.0%	0.0%
L014	Fung Chuk Road (WB)	Ha Chuk Yuen Road	Kam Pok Road	50	100.0%	0.0%
L015	Kam Pok Road (SB)	Fung Chuk Road	Unnamed Road	150	65.4%	34.6%
L016	Kam Pok Road (NB)	Unnamed Road	Fung Chuk Road	100	64.1%	35.9%
L017	Unnamed Road (EB)	Yau Pok Road	Kam Pok Road	50	44.8%	55.2%
L018	Unnamed Road (WB)	Kam Pok Road	Yau Pok Road	50	45.8%	54.2%
L019	Yau Pok Road (NB)	Fairview Park Boulevard	Unnamed Road	50	90.0%	10.0%
L020	Kam Pok Road (NB)	Ha San Wai Road	Unnamed Road	50	87.3%	12.7%
L021	Kam Pok Road (SB)	Unnamed Road	Ha San Wai Road	100	78.6%	21.4%
L022	Ha Chuk Yuen Road (NB)	Ha San Wai Road	Fung Chuk Road	50	100.0%	0.0%
L023	Ha Chuk Yuen Road (SB)	Fung Chuk Road	Ha San Wai Road	50	100.0%	0.0%
L024	Ha San Wai Road (EB)	Kam Pok Road	Unnamed Road	150	82.4%	17.6%
L025	Ha San Wai Road (WB)	Unnamed Road	Kam Pok Road	50	78.9%	21.1%
L026	Kam Pok Road (SB)	Ha San Wai Road	Fairview Park Boulevard	150	80.6%	19.4%
L027	Kam Pok Road (NB)	Fairview Park Boulevard	Ha San Wai Road	100	85.2%	14.8%
L028	Fairview Park Boulevard (EB)	Kam Pok Road	Unnamed Road	700	79.2%	20.8%
L029	Fairview Park Boulevard (WB)	Unnamed Road	Kam Pok Road	800	80.4%	19.6%
L030	Fairview Park Boulevard (EB)	Yau Pok Road	Kam Pok Road	550	81.9%	18.1%
L031	Fairview Park Boulevard (WB)	Kam Pok Road	Yau Pok Road	750	82.8%	17.2%
L032	Fairview Park Boulevard (EB)	Unnamed Road	Yau Pok Road	600	82.5%	17.5%
L033	Fairview Park Boulevard (WB)	Yau Pok Road	Unnamed Road	750	82.9%	17.1%
L034	Fairview Park Boulevard (EB)	Bauhinia Road East	Unnamed Road	550	86.0%	14.0%
L035	Fairview Park Boulevard (WB)	Unnamed Road	Bauhinia Road East	700	86.8%	13.2%
L036	Kam Pok Road (SB)	Fairview Park Boulevard	Kam Pok Road West	150	63.5%	36.5%
L037	Kam Pok Road (NB)	Kam Pok Road West	Fairview Park Boulevard	200	71.4%	28.6%
L038	Yau Pok Road (SB)	Fairview Park Boulevard	Kam Pok Road West	50	77.8%	22.2%
L039	Unnamed Road (SB)	Fairview Park Boulevard	Unnamed Road	100	50.0%	50.0%
L040	Unnamed Road (SB)	Unnamed Road	Fairview Park Boulevard	150	65.2%	34.8%
L041	Unnamed Road (NB)	Unnamed Road	Kam Pok Road West	50	44.0%	56.0%
L042	Unnamed Road (NB)	Kam Pok Road West	Unnamed Road	50	71.4%	28.6%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

北
N

YAU POK
ROAD SITE
ZONE 1

YAU POK
ROAD SITE
ZONE 2

DRAFT

錦望路

HA CHUK YUEN ROAD
下竹園路

HA SAN WAI ROAD
下新園路

FAIRVIEW PARK BOULEVARD
錦綉花園大道

YAU POK ROAD

KAM POK ROAD

300m

300m

LEGEND :

1 → Link ID = L001

Project Title: CONTRACT NO. SS M518 DESIGN AND CONSTRUCTION OF LIGHT PUBLIC HOUSING AT YAU POK ROAD, YUEN LONG, AT TUEN MUN AREA 3A AND AT CHOI HING ROAD, NGAU TAU KOK (DESIGN AND CONSTRUCTION STAGE)				
Job No. J7319	Figure No. TNIA/YPR			Scale in A3 N.T.S.
Designed by T H C	Drawn by C C L	Checked by K C	Revision A	Date 19 JAN 2024
Figure Title: LOCATION OF TRAFFIC DATA FOR TRAFFIC NOISE IMPACT ASSESSMENT (YAU POK ROAD SITE)	CKM Asia Limited			

T:\JOB\J7300-J7349\J7319\Fig TNIA_YPR RevA.dwg

Appendix 2.2

Results of Traffic Noise Impact Assessment (Base Case Scenario)

Predicted Road Traffic Noise 7Ls10 [dB(A)] at Representative Sensitive Receivers
Unmitigated Scenario

Scenario 1

Floor	calPO	T01-01	T01-02	T01-03	T01-04	T01-05	T01-06	T01-07	T01-08	T01-09	T01-10	T01-11	T01-12	T01-13	T01-14	T01-15	T01-16	T01-17	T01-18	T01-19	T01-20	T01-21	T01-22	T01-23	T01-24	T01-25	T01-26	T01-27	T01-28	T01-29	T01-30	T01-31	T01-32	T01-33	T01-34	T01-35	T01-36	T01-37	T01-38	T01-39	T01-40	T01-41	T01-42	T01-43	T01-44	T01-45	T01-46	T01-47	T01-48	T01-49	T01-50	T01-51	T01-52	T01-53	T01-54
G/F	0.65	42	42	42	42	43	43	45	45	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
1/F	7.55	43	43	43	43	43	43	45	45	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
2/F	10.65	44	44	44	44	45	45	46	46	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
Max. Noise Level		44	44	44	44	45	45	46	46	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
No. of Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of Dwelling Affected		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 2

Floor	calPO	T02-01	T02-02	T02-03	T02-04	T02-05	T02-06	T02-07	T02-08	T02-09	T02-10	T02-11	T02-12	T02-13	T02-14	T02-15	T02-16	T02-17	T02-18	T02-19	T02-20	T02-21	T02-22	T02-23	T02-24	T02-25	T02-26	T02-27	T02-28	T02-29	T02-30	T02-31	T02-32	T02-33	T02-34	T02-35	T02-36	T02-37	T02-38	T02-39	T02-40	T02-41	T02-42	T02-43	T02-44	T02-45	T02-46	T02-47	T02-48	T02-49	T02-50	T02-51	T02-52	T02-53	T02-54
G/F	0.65	44	44	44	44	45	45	46	46	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
1/F	7.55	44	44	44	44	45	45	46	46	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
2/F	10.65	44	44	44	44	45	45	46	46	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
Max. Noise Level		44	44	44	44	45	45	46	46	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
No. of Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of Dwelling Affected		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 3

Floor	calPO	T03-01	T03-02	T03-03	T03-04	T03-05	T03-06	T03-07	T03-08	T03-09	T03-10	T03-11	T03-12	T03-13	T03-14	T03-15	T03-16	T03-17	T03-18	T03-19	T03-20	T03-21	T03-22	T03-23	T03-24	T03-25	T03-26	T03-27	T03-28	T03-29	T03-30	T03-31	T03-32	T03-33	T03-34	T03-35	T03-36	T03-37	T03-38	T03-39	T03-40	T03-41	T03-42	T03-43	T03-44	T03-45	T03-46	T03-47	T03-48	T03-49	T03-50	T03-51	T03-52	T03-53	T03-54
G/F	0.65	39	39	39	39	40	39	39	40	39	39	40	42	42	40	39	38	37	36	36	36	35	35	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
1/F	7.55	40	40	40	40	40	40	40	40	40	40	42	43	43	42	41	40	39	38	38	38	37	37	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
2/F	10.65	41	41	41	41	41	41	41	41	41	41	42	43	43	42	42	41	40	39	39	39	38	38	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37
Max. Noise Level		41	41	41	41	41	41	41	41	41	41	42	43	43	42	42	41	40	39	39	39	38	38	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37
No. of Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of Dwelling Affected		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 4

Floor	calPO	T04-01	T04-02	T04-03	T04-04	T04-05	T04-06	T04-07	T04-08	T04-09	T04-10	T04-11	T04-12	T04-13	T04-14	T04-15	T04-16	T04-17	T04-18	T04-19	T04-20	T04-21	T04-22	T04-23	T04-24	T04-25	T04-26	T04-27	T04-28	T04-29	T04-30	T04-31	T04-32	T04-33	T04-34	T04-35	T04-36	T04-37	T04-38	T04-39	T04-40	T04-41	T04-42	T04-43	T04-44	T04-45	T04-46	T04-47	T04-48	T04-49	T04-50	T04-51	T04-52	T04-53	T04-54
G/F	0.65	40	40	40	40	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
1/F	7.55	42	42	42	42	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43
2/F	10.65	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43
Max. Noise Level		43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43
No. of Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of Dwelling Affected		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 5

Floor	calPO	T05-01	T05-02	T05-03	T05-04	T05-05	T05-06	T05-07	T05-08	T05-09	T05-10	T05-11	T05-12	T05-13	T05-14	T05-15	T05-16	T05-17	T05-18	T05-19	T05-20	T05-21	T05-22	T05-23	T05-24	T05-25	T05-26	T05-27	T05-28	T05-29	T05-30	T05-31	T05-32	T05-33	T05-34	T05-35	T05-36	T05-37	T05-38	T05-39	T05-40	T05-41	T05-42	T05-43	T05-44	T05-45	T05-46	T05-47	T05-48	T05-49	T05-50	T05-51	T05-52	T05-53	T05-54
G/F	0.65	44	44	44	44	45	45	46	46	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
1/F	7.55	44	44	44	44	45	45	46	46	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
2/F	10.65	44	44	44	44	45	45	46	46	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
Max. Noise Level		44	44	44	44	45	45	46	46	46	46	46	46	46	47	47	47	47	47	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
No. of Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of Dwelling Affected		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 6

Floor	calPO	T06-01	T06-02	T06-03	T06-04	T06-05	T06-06	T06-07	T06-08	T06-09	T06-10	T06-11	T06-12	T06-13	T06-14	T06-15	T06-16	T06-17	T06-18	T06-19	T06-20	T06-21	T06-22	T06-23	T06-24	T06-25	T06-26	T06-27	T06-28	T06-29	T06-30	T06-31	T06-32	T06-33	T06-34	T06-35	T06-36	T06-37	T06-38	T06-39	T06-40	T06-41	T06-42	T06-43	T06-44	T06-45	T06-46	T06-47	T06-48	T06-49	T06-50	T06-51	T06-52	T06-53	T06-54
G/F	0.65	56	56	56	57	58	65	61	62	62	57	56	55	54	53	52	52	50	50	47	47	47	47	47	47	47	45	58	56	55	50	43	42	52	39	39	39	39	38	39	45	46	45	45	45	45	45	45	45	45	45	45	45	45
1/F	7.55	56	56	56	57	58	65	61	62	62	58	56	55	54	53	52	52	50	50	47	47	47	47	47	47	47	45	58	56	55	50	43	42	52	39	39	39	39	38	39	45	46	45	45	45	45	45	45	45	45	45	45	45	45
2/F	10.65	56	56	57	58	58	65	61	62	62	58	56	55	54	53	52	52	50	50	47	47	47	47	47	47	47	45	58	56	55	50	43	42	52	39	39	39	39	38	39	45	46	45	45	45	45	45	45	45	45	45	45	45	45
Max. Noise Level		56	56	57	58	58	65	61	62	62	58	56	55	54	53	52	52	50	50	47	47	47	47	47	47	47	45	58	56	55	50	43	42	52	39	39	39	39	38	39	45	46	45	45	45	45	45	45	45	45	45	45	45	45	45
No. of Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of Dwelling Affected		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 7

Floor	calPO	T07-01	T07-02	T07-03	T07-04	T07-05	T07-06	T07-07	T07-08	T07-09	T07-10	T07-11	T07-12	T07-13	T07-14	T07-15	T07-16	T07-17	T07-18	T07-19	T07-20	T07-21	T07-22	T07-23	T07-24	T07-25	T07-26	T07-27	T07-28	T07-29	T07-30	T07-31	T07-32	T07-33	T07-34	T07-35	T07-36	T07-37	T07-38	T07-39	T07-40	T07-41	T07-42	T07-43	T07-44	T07-45	T07-46	T07-47	T07-48	T07-49	T07-50	T07-51	T07-52	T07-53	T07-54
G/F	0.65	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
1/F	9.55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
2/F	12.65	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
Max. Noise Level		56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
No. of Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of Dwelling Affected		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 8

Floor	calPO	T08-01	T08-02	T08-03	T08-04	T08-05	T08-06	T08-07	T08-08	T08-09	T08-10	T08-11	T08-12	T08-13	T08-14	T08-15	T08-16	T08-17	T08-18	T08-19	T08-20	T08-21	T08-22	T08-23	T08-24	T08-25	T08-26	T08-27	T08-28	T08-29	T08-30	T08-31	T08-32	T08-33	T08-34	T08-35	T08-36	T08-37	T08-38	T08-39	T08-40	T08-41	T08-42	T08-43	T08-44	T08-45	T08-46	T08-47	T08-48	T08-49	T08-50	T08-51	T08-52	T08-53	T08-54
G/F	0.65	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
1/F	9.55	46	46	46	46	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
2/F	12.65	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
Max. Noise Level		46	46	46	46	46	46	46	46	46	46	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
No. of Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of Dwelling Affected		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 9

Floor	calPO	T09-01	T09-02	T09-03	T09-04	T09-05	T09-06	T09-07	T09-08	T09-09	T09-10	T09-11	T09-12	T09-13	T09-14	T09-15	T09-16	T09-17	T09-18	T09-19	T09-20	T09-21	T09-22	T09-23	T09-24	T09-25	T09-26	T09-27	T09-28	T09-29	T09-30	T09-31	T09-32	T09-33	T09-34	T09-35	T09-36	T09-37	T09-38	T09-39	T09-40	T09-41	T09-42	T09-43	T09-44	T09-45	T09-46	T09-47	T09-48	T09-49	T09-50	T09-51	T09-52	T09-53	T09-54
G/F	0.65	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
1/F	9.55	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
2/F	12.65	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
Max. Noise Level		49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
No. of Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of Dwelling Affected		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Predicted Road Traffic Noise (LAT/1H dBEAT) at Representative Sensitive Receivers
Unmitigated Scenario

Scenario 1

Floor	ref/ID	7001-01	7002-01	7003-01	7004-01	7005-01	7006-01	7007-01	7008-01	7009-01	7010-01	7011-01	7012-01	7013-01	7014-01	7015-01	7016-01	7017-01	7018-01	7019-01	7020-01	7021-01	7022-01	7023-01	7024-01	7025-01	7026-01	7027-01	7028-01	7029-01	7030-01	7031-01	7032-01	7033-01	7034-01	7035-01	7036-01	7037-01	7038-01	7039-01	7040-01	7041-01	7042-01	7043-01	7044-01	7045-01	7046-01	7047-01	7048-01	7049-01	7050-01	7051-01	7052-01	7053-01	7054-01
G/F	0.05	40	41	41	40	40	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39
1/F	7.55	43	43	43	43	43	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
2/F	10.65	46	45	45	45	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44
Max. Noise Level		46	45	45	45	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44
No. of Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of Non-Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 2

| Floor | ref/ID | 7055-01 | 7056-01 | 7057-01 | 7058-01 | 7059-01 | 7060-01 | 7061-01 | 7062-01 | 7063-01 | 7064-01 | 7065-01 | 7066-01 | 7067-01 | 7068-01 | 7069-01 | 7070-01 | 7071-01 | 7072-01 | 7073-01 | 7074-01 |

Appendix 3.1

Site Photos of Fixed Noise Sources

Appendix 3.1 – Site Photos of Fixed Noise Sources

NS01: Chuk Yuen Stormwater Pumping Station

NS02: Open Storage Site with associated Warehouse (Fan Keung Kee)

NS02: Open Storage Site with associated Warehouse (Fan Keung Kee)

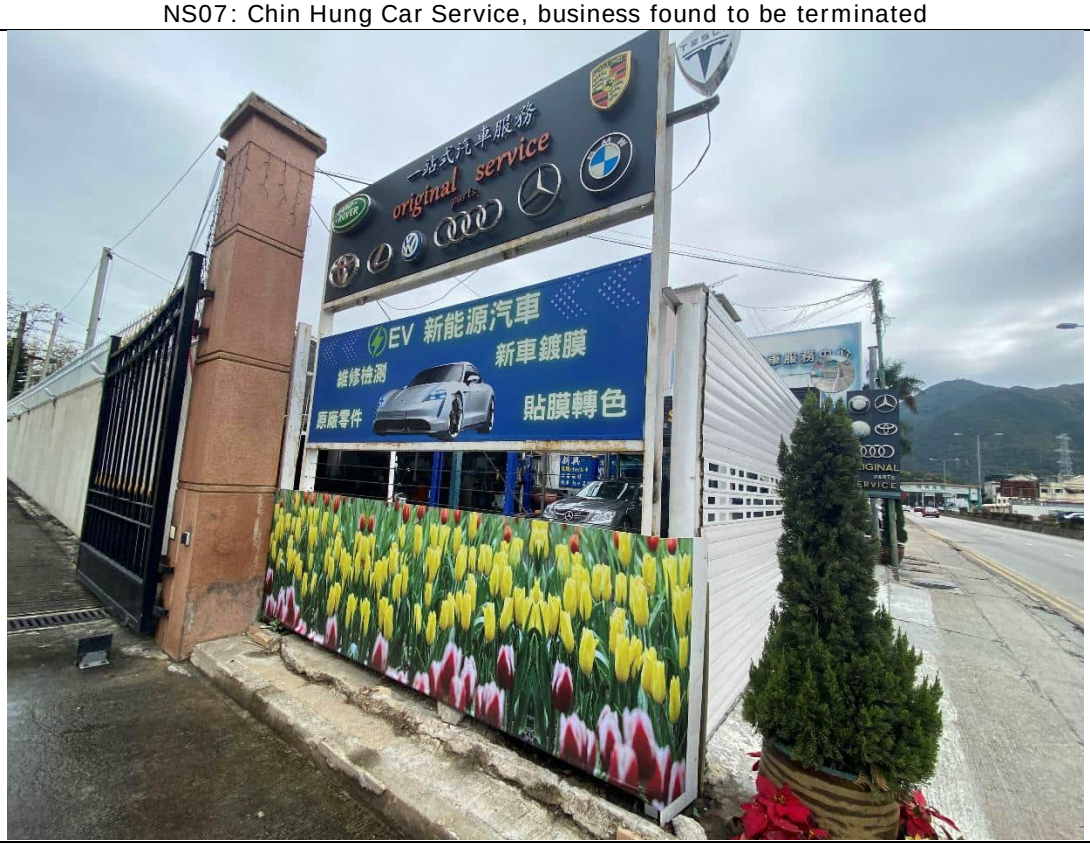
NS03: Totally Enclosed Godown

NS04: Kiddo Auto

NS05: Sun Chun Car Shop

NS06: Akina Auto Centre

NS07: Chin Hung Car Service, business found to be terminated



NS08: Sun Hing Car Service

NS09: Petrol Filling Station within Fairview Park

Appendix 3.2

Prediction of Maximum Permissible Sound Power Level for the Proposed Sewage Pumping Station

Backward Calculation of the Sound Power Level of Proposed Sewage Pumping Station (FPN1) to the nearest NSR

NSR ID	NSR coordinate		Noise Source	SWL, dB(A)#	Noise Source corrdinate		Horizontal distance from source to NSR, m	Distance Corr., dB(A)	Façade Corr., dB(A)	Tonal Corr., dB(A)	SPL, dB(A)
	x	y			x	y					
NSR7	823270	837455	FPN1 - Proposed Sewage Pumping Station	80	823295	837416	46	-41	3	3	45
NSR8	823255	837382		80	823295	837416	46	-41	3	3	45
										Noise Criteria *	45

* 24-hour operation is assumed for the Proposed Sewage Pumping Station. Hence, the more stringent nighttime noise criteria of ASR "A" is adopted.

The fixed noise impact was determined based on standard acoustic principle and practice, in formula PNL(SPL) = SWL + Cdist + Cfac + Cbar + Cchar + C freq.

In backward calculation approach, with considering the distance and façade correction, the worked out SWL should include the tonality correction, given that the actual noise information of the proposed sewage pumping station are unknown.

Appendix 3.3

Operation Phase Fixed Noise Calculations (Unmitigated Scenario)

Fixed Noise Impact Assessment at Representative NSRs (Day&Evening time)

FNSR1

Coordinate of NSR (X)	Coordinate of NSR (X)	Noise Source ID	Noise Source Description	Coordinates of Noise Sources (X)	Coordinates of Noise Sources (Y)	SWL, dB(A)	Shortest Horizontal Distance from receiver to the noise source, m	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality / Impulsiveness / Intermittency, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A)	
823278	837180	NS02-1	Operating Noise	823537	837120	93.4	265	-56.5	0	0	3	40	9821
823278	837180	NS02-2	oading and unloading using forkli	823537	837120	92.5	265	-56.5	0	0	3	39	7983
823278	837180	NS02-3	Movement of lorry	823537	837120	102.2	265	-56.5	0	0	3	49	74499
823278	837180	NS02-4	Movbile Crane	823537	837120	98.7	265	-56.5	0	0	3	45	33278
823278	837180	NS03-1	oading and unloading using forkli	823600	837189	94.2	322	-58.2	0	0	3	39	8006
823278	837180	NS03-2	Movement of lorry	823600	837189	103.1	322	-58.2	0	0	3	48	62149
823278	837180	NS04-1	Pneumatic screwdriver	823360	837051	93.9	152	-51.7	-10	0	3	35	3340
823278	837180	NS05-1	Pneumatic screwdriver	823373	837003	94.4	201	-54.0	-10	0	3	33	2166
823278	837180	NS06-1	Pneumatic screwdriver	823385	836998	94.1	211	-54.5	-10	0	3	33	1820
823278	837180	NS07-1	Air compressor	823407	836984	95.3	234	-55.4	-10	0	3	33	1958
823278	837180	NS08-1	Pneumatic screwdriver	823441	837000	91.8	242	-55.7	-10	0	3	29	814
823278	837180	NS09-1	Movement of heavy vehicle within Petrol Filling Station (one entering and one leaving the	823167	837145	87.5	116	-49.3	-10	0	3	31	1318
823278	837180	NS09-2	Oil tanker at Petrol Filling Station during refilling	823167	837145	91.1	116	-49.3	-10	0	3	35	3020
823278	837180	FPN1	Proposed Sewage Pumping Station within Project Site	823295	837416	80.0	237	-55.5	0	0	3	28	562
											Total	**53**	210734
											Criteria	**60**	
											Comply	**Y**	

FNSR2

Coordinate of NSR (X)	Coordinate of NSR (X)	Noise Source ID	Noise Source Description	Coordinates of Noise Sources (X)	Coordinates of Noise Sources (Y)	SWL, dB(A)	Shortest Horizontal Distance from receiver to the noise source, m	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality / Impulsiveness / Intermittency, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A)	
823266	837171	NS02-1	Operating Noise	823537	837120	93.4	275	-56.8	0	0	3	40	9138
823266	837171	NS02-2	oading and unloading using forkli	823537	837120	92.5	275	-56.8	0	0	3	39	7428
823266	837171	NS02-3	Movement of lorry	823537	837120	102.2	275	-56.8	0	0	3	48	69322
823266	837171	NS02-4	Movbile Crane	823537	837120	98.7	275	-56.8	0	0	3	45	30965
823266	837171	NS03-1	oading and unloading using forkli	823600	837189	94.2	334	-58.5	0	0	3	39	7442
823266	837171	NS03-2	Movement of lorry	823600	837189	103.1	334	-58.5	0	0	3	48	57769
823266	837171	NS04-1	Pneumatic screwdriver	823360	837051	93.9	152	-51.7	0	0	3	45	33404
823266	837171	NS05-1	Pneumatic screwdriver	823373	837003	94.4	199	-54.0	0	0	3	43	21921
823266	837171	NS06-1	Pneumatic screwdriver	823385	836998	94.1	211	-54.5	0	0	3	43	18309
823266	837171	NS07-1	Air compressor	823407	836984	95.3	234	-55.4	0	0	3	43	19577
823266	837171	NS08-1	Pneumatic screwdriver	823441	837000	91.8	245	-55.8	0	0	3	39	7999
823266	837171	NS09-1	Movement of heavy vehicle within Petrol Filling Station (one entering and one leaving the	823167	837145	87.5	103	-48.2	-10	0	3	32	1688
823266	837171	NS09-2	Oil tanker at Petrol Filling Station during refilling	823167	837145	91.1	103	-48.2	-10	0	3	36	3866
823266	837171	FPN1	Proposed Sewage Pumping Station within Project Site	823295	837416	80.0	246	-55.8	-10	0	3	17	52
											Total	**55**	288879
											Criteria	**60**	
											Comply	**Y**	

FNSR3

Coordinate of NSR (X)	Coordinate of NSR (X)	Noise Source ID	Noise Source Description	Coordinates of Noise Sources (X)	Coordinates of Noise Sources (Y)	SWL, dB(A)	Shortest Horizontal Distance from receiver to the noise source, m	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality / Impulsiveness / Intermittency, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A)	
823185	837174	NS02-1	Operating Noise	823537	837120	93.4	356	-59.0	-10	0	3	27	545
823185	837174	NS02-2	oading and unloading using forkli	823537	837120	92.5	356	-59.0	-10	0	3	26	443
823185	837174	NS02-3	Movement of lorry	823537	837120	102.2	356	-59.0	-10	0	3	36	4137
823185	837174	NS02-4	Movbile Crane	823537	837120	98.7	356	-59.0	-10	0	3	33	1848
823185	837174	NS03-1	oading and unloading using forkli	823600	837189	94.2	416	-60.4	-10	0	3	27	481
823185	837174	NS03-2	Movement of lorry	823600	837189	103.1	416	-60.4	-10	0	3	36	3734
823185	837174	NS04-1	Pneumatic screwdriver	823360	837051	93.9	214	-54.6	-10	0	3	32	1693
823185	837174	NS05-1	Pneumatic screwdriver	823373	837003	94.4	255	-56.1	-10	0	3	31	1343
823185	837174	NS06-1	Pneumatic screwdriver	823385	836998	94.1	267	-56.5	-10	0	3	31	1136
823185	837174	NS07-1	Air compressor	823407	836984	95.3	292	-57.3	-10	0	3	31	1254
823185	837174	NS08-1	Pneumatic screwdriver	823441	837000	91.8	310	-57.8	-10	0	3	27	499
823185	837174	NS09-1	Movement of heavy vehicle within Petrol Filling Station (one entering and one leaving the	823167	837145	87.5	34	-38.7	0	0	3	52	152885
823185	837174	NS09-2	Oil tanker at Petrol Filling Station during refilling	823167	837145	91.1	34	-38.7	0	0	3	55	350239
823185	837174	FPN1	Proposed Sewage Pumping Station within Project Site	823295	837416	80.0	266	-56.5	-10	0	3	17	45
											Total	**57**	520282
											Criteria	**60**	
											Comply	**Y**	

FNSR4

Coordinate of NSR (X)	Coordinate of NSR (X)	Noise Source ID	Noise Source Description	Coordinates of Noise Sources (X)	Coordinate s of Noise Sources (Y)	SWL, dB(A)	Shortest Horizontal Distance from receiver to the noise source, m	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality / Impulsiveness / Intermittency, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A)	
823166	837201	NS02-1	Operating Noise	823537	837120	93.4	380	-59.6	-10	0	3	27	480
823166	837201	NS02-2	oading and unloading using forkli	823537	837120	92.5	380	-59.6	-10	0	3	26	390
823166	837201	NS02-3	Movement of lorry	823537	837120	102.2	380	-59.6	-10	0	3	36	3639
823166	837201	NS02-4	Movbile Crane	823537	837120	98.7	380	-59.6	-10	0	3	32	1625
823166	837201	NS03-1	oading and unloading using forkli	823600	837189	94.2	435	-60.8	-10	0	3	26	440
823166	837201	NS03-2	Movement of lorry	823600	837189	103.1	435	-60.8	-10	0	3	35	3415
823166	837201	NS04-1	Pneumatic screwdriver	823360	837051	93.9	245	-55.8	-10	0	3	31	1292
823166	837201	NS05-1	Pneumatic screwdriver	823373	837003	94.4	286	-57.1	-10	0	3	30	1061
823166	837201	NS06-1	Pneumatic screwdriver	823385	836998	94.1	299	-57.5	-10	0	3	30	908
823166	837201	NS07-1	Air compressor	823407	836984	95.3	324	-58.2	-10	0	3	30	1021
823166	837201	NS08-1	Pneumatic screwdriver	823441	837000	91.8	341	-58.6	-10	0	3	26	413
823166	837201	NS09-1	Movement of heavy vehicle within Petrol Filling Station (one entering and one leaving the	823167	837145	87.5	55	-42.9	0	0	3	48	57732
823166	837201	NS09-2	Oil tanker at Petrol Filling Station during refilling	823167	837145	91.1	55	-42.9	0	0	3	51	132256
823166	837201	FPN1	Proposed Sewage Pumping Station within Project Site	823295	837416	80.0	251	-56.0	-10	0	3	17	50
											Total	**53**	204721
											Criteria	**60**	
											Comply	**Y**	

Fixed Noise Impact Assessment at Representative NSRs (Nighttime)

FNSR1

Coordinate of NSR (X)	Coordinate of NSR (X)	Noise Source ID	Noise Source Description	Coordinates of Noise Sources (X)	Coordinates of Noise Sources (Y)	SWL, dB(A)	Shortest Horizontal Distance from receiver to the noise source, m	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality / Impulsiveness / Intermittency, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A)	
823278	837180	NS02-1	Operating Noise	823537	837120	93.4	265	-56.5	0	0	3	40	9821
823278	837180	NS03-1	Loading and unloading using forkli	823600	837189	94.2	322	-58.2	0	0	3	39	8006
823278	837180	NS09-1	Movement of heavy vehicle within Petrol Filling Station (one entering and one leaving the	823167	837145	87.5	116	-49.3	-10	0	3	31	1318
823278	837180	FPN1	Proposed Sewage Pumping Station within Project Site	823295	837416	80.0	237	-55.5	0	0	3	28	562
											Total	**43**	19708
											Criteria	**50**	
											Comply	**Y**	

FNSR2

Coordinate of NSR (X)	Coordinate of NSR (X)	Noise Source ID	Noise Source Description	Coordinates of Noise Sources (X)	Coordinates of Noise Sources (Y)	SWL, dB(A)	Shortest Horizontal Distance from receiver to the noise source, m	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality / Impulsiveness / Intermittency, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A)	
823266	837171	NS02-1	Operating Noise	823537	837120	93.4	275	-56.8	0	0	3	40	9138
823266	837171	NS03-1	Loading and unloading using forkli	823600	837189	94.2	334	-58.5	0	0	3	39	7442
823266	837171	NS09-1	Movement of heavy vehicle within Petrol Filling Station (one entering and one leaving the	823167	837145	87.5	103	-48.2	-10	0	3	32	1688
823266	837171	FPN1	Proposed Sewage Pumping Station within Project Site	823295	837416	80.0	246	-55.8	-10	0	3	17	52
											Total	**43**	18320
											Criteria	**50**	
											Comply	**Y**	

FNSR3

Coordinate of NSR (X)	Coordinate of NSR (X)	Noise Source ID	Noise Source Description	Coordinates of Noise Sources (X)	Coordinates of Noise Sources (Y)	SWL, dB(A)	Shortest Horizontal Distance from receiver to the noise source, m	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality / Impulsiveness / Intermittency, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A)	
823185	837174	NS02-1	Operating Noise	823537	837120	93.4	356	-59.0	-10	0	3	27	545
823185	837174	NS03-1	Loading and unloading using forkli	823600	837189	94.2	416	-60.4	-10	0	3	27	481
823185	837174	NS09-1	Movement of heavy vehicle within Petrol Filling Station (one entering and one leaving the	823167	837145	N/A	N/A	N/A	N/A	N/A	N/A	46 [1]	39811
823185	837174	FPN1	Proposed Sewage Pumping Station within Project Site	823295	837416	80.0	266	-56.5	-10	0	3	17	45
											Total	**46**	40882
											Criteria	**50**	
											Comply	**Y**	

FNSR4

Coordinate of NSR (X)	Coordinate of NSR (X)	Noise Source ID	Noise Source Description	Coordinates of Noise Sources (X)	Coordinates of Noise Sources (Y)	SWL, dB(A)	Shortest Horizontal Distance from receiver to the noise source, m	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality / Impulsiveness / Intermittency, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A)	
823166	837201	NS02-1	Operating Noise	823537	837120	93.4	380	-59.6	-10	0	3	27	480
823166	837201	NS03-1	Loading and unloading using forkli	823600	837189	94.2	435	-60.8	-10	0	3	26	440
823166	837201	NS09-1	Movement of heavy vehicle within Petrol Filling Station (one entering and one leaving the	823167	837145	87.5	55	-42.9	0	0	3	48	57732
823166	837201	FPN1	Proposed Sewage Pumping Station within Project Site	823295	837416	80.0	251	-56.0	-10	0	3	17	50
											Total	**48**	58701
											Criteria	**50**	
											Comply	**Y**	

[1]: Experienced noise level based on on-site noise measurement at FNSR3. Data and photo records are provided as Appendix 3.4.

Appendix 3.4

Data and Photo Record of Petrol Filling Station within Fairview Park Noise Measurement

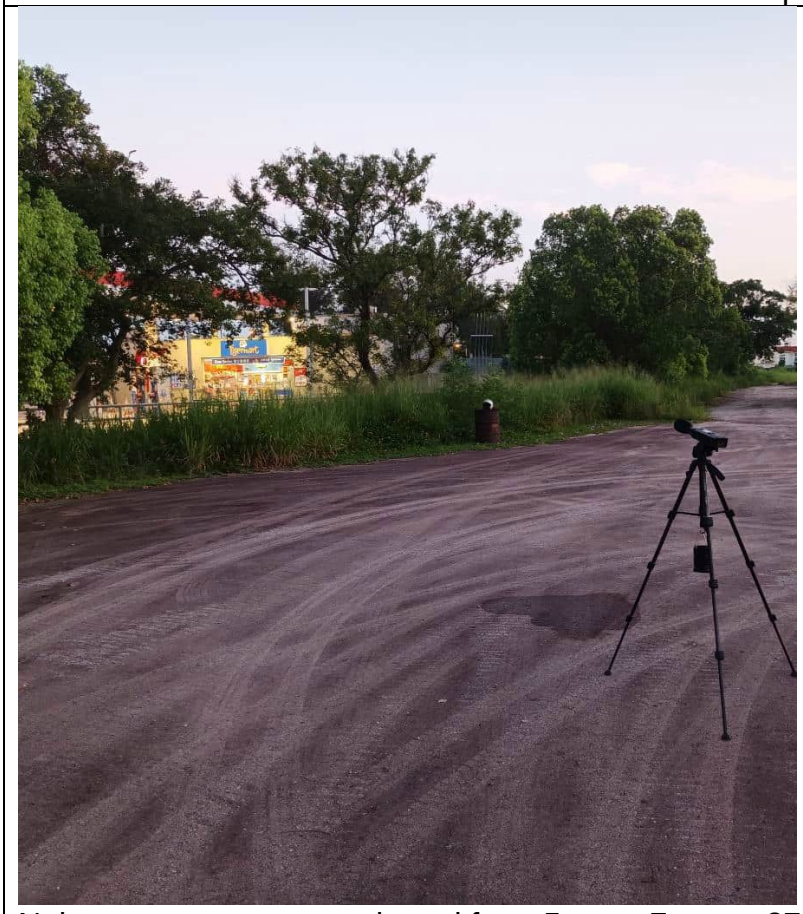
			FNSR3	
			$L_{eq\ (30mins)}$, dB(A)	No. of Vehicles entering the Filling Station
26-Jun	23:00 to 23:30	From Petrol Refilling	51.4	1 (no heavy vehicles)
		Background	51.3	
		Background Corrected Leq	41.4	
		Leq With Façade Correction	**44.4**	
	23:30 to 00:00	From Petrol Refilling	49.9	3 (no heavy vehicles)
		Background	51.0	
		Background Corrected Leq	39.9	
		Leq With Façade Correction	**42.9**	
27-Jun	00:00 to 00:30	From Petrol Refilling	49.0	3 (no heavy vehicles)
		Background	49.8	
		Background Corrected Leq	39.0	
		Leq With Façade Correction	**42.0**	
	00:30 to 01:00	From Petrol Refilling	48.4	1 (no heavy vehicles)
		Background	48.9	
		Background Corrected Leq	38.4	
		Leq With Façade Correction	**41.4**	
	05:00 to 05:30	From Petrol Refilling		0
		Background	59.0	
		Background Corrected Leq	N/A	
		Leq With Façade Correction	**N/A**	
	05:30 to 06:00	From Petrol Refilling		0
		Background	54.4	
		Background Corrected Leq	N/A	
		Leq With Façade Correction	**N/A**	
	06:00 to 06:30	From Petrol Refilling	52.8	3 (heavy vehicles included)
		Background	54.5	
		Background Corrected Leq	42.8	
		Leq With Façade Correction	**45.8**	
	06:30 to 07:00	From Petrol Refilling	46.9	4 (heavy vehicles included)
		Background	53.6	
		Background Corrected Leq	36.9	
		Leq With Façade Correction	**39.9**	

Maximum Leq	45.8
Minimum Leq	39.9

Note: The background noise level between 05:00 and 05:30 was significantly higher than the other time periods due to the unloading activities from trucks outside the petrol filling station

Site Photo Record

Noise measurement conducted from 26 June 2023 11pm to 27 June 2023 1am.



Noise measurement conducted from 5am to 7am on 27 June 2023.

Appendix 3.5

Details of Background Noise Measurement for Fixed Noise Impact Assessment

Measurement Purpose:	Prevailing Noise Levels for Fixed Noise Impact Assessment
Measurement Date:	10th August 2024 – 11th August 2024
Measurement Time:	Night time (23:00 – 07:00); Daytime (07:00 – 19:00); Evening time (19:00 – 23:00)
Measurement Location:	Zone 2 of Application Site, near southern site boundary
Measurement Parameter:	Sound Pressure Level (SPL) (A-weighted in dB(A))
Weather:	Sunny, ~32°C, wind speed ~1m/s
Measured by:	Gary Yuen, Ramboll Hong Kong Limited
Instrument:	Norsonic Sound Level Meter Nor139, Norsonic Calibrator Nor1256
Field observation:	Ambient noise mainly from road traffic noise along Yau Pok Road, Kam Pok Road and Fairview Park Boulevard
Photo Records: